The Victoria Daily Times.

Vol. 7.—Fourth Year. VICTORIA, B. C., MONDAY, NOVEMBER 14, 1887. No 134

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M'Intoshes, Rubber Goods, Oilskins

In the Province, we mean it. A new lot just arrived.

—OVER—

150 OVERCOATS IN STOCK.

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Merchant Tailor and Clothier, Johnson Street.

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Leask & Morrison's,

THE LEADING TAILORS,

GOVERNMENT STREET.

Chinchillas, Naps, Beavers and Pilot Cloths,

SCOTCH AND ENGLISH

SUITINGS.

JUST RECEIVED.

A. GREGG & SON.

FALL STOCK OF

BOOTS AND SHOES,

Best & Latest Styles,

JUST OPENED.

J. H BAKER, - - Government Street.

YOUNG BROS., New England BAKERY.

ICE CREAM.

WEDDING CAKES Made to order on short notice.

Goods delivered to all parts of the City.

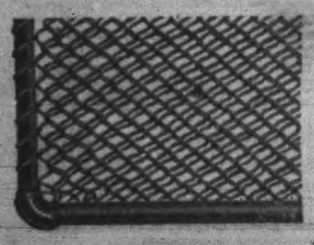
Fancy Cakes, Bread, Pies and Crackers.

may17

NEW GOODS! NEW GOODS!

JUST RECEIVED AT

JOHN WEILER'S.



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China Toast Racks, Egg Stands and Milk Sets,
Fancy Decorated Cups and Saucers and Mugs,
Tea Sets, Tom and Jerry Sets, Toilet Sets,
Smoker Sets, Candlesticks, Cuspadores,
Cut and Engraved Decanters and Tumblers.
Jet Decorated and Plain Jet Tea Pots,
Blankets, Comforters, Carpets,
Linoleum and Turkey Rugs.

Also in stock, the largest and best assortment of Furniture, Crockery, Glassware, Cutlery, Plated Ware, Wall Paper and General House Furnishing Goods in the Province.

SHOW ROOMS, Fort Street, Victoria. | *Telephone 103. P. O. Box 218.* | FACTORY, Humboldt Street

WORTH KNOWING WHERE TO BUY CHEAPEST.

W. & J. WILSON

ARE SELLING THEIR SPLENDID NEW STOCK OF

Suits, Overcoats, Hats, Underwear,

WATERPROOFS AND BOYS' CLOTHING, Etc., Etc.,

AT BEDROCK PRICES.

WANTED.

WANTED—A widow from the East is desirous of securing a position as Housekeeper to a widower or bachelor. No objection to going into the country. References exchanged. Address M. H., TIMES office. nov14 6t

WANTED—To rent, a Dairy Farm with stock and plant. Address "I. R. D.," TIMES office, Victoria. nov11 W 2t

WANTED.—A man and wife to rent restaurant and rooms in connection with a hotel doing good paying business. For particulars apply at this office. oct 6

TO AGENTS THE CANADIAN NEEDLE Co., 46 and 48 Front Street East, Toronto get up the Neatest, most Complete and Best Selling Needle Package in America. Send 25 Cents for Sample of New No. 4, finished in fine Plush. Particulars sent when stamps are enclosed for reply.

Don't worry if you are out of employment. Write to Mr. KOWDY, 41 Wellington Street East, Toronto. Send stamps for reply.

FOR SALE.

FOR SALE.—Farm of 100 acres at Sooenos, partly improved, with House, Carpenter's and other tools and every convenience. Owner leaving and will be sold at great bargain. Apply to W. H. MASON, Trounce Alley. nov14 6t

FOR SALE.—One hundred acres of land, with coal rights, at Vesuvius Bay, Salt Spring Island; about 12 acres under fence, three to four acres clear, partly in permanent pasture, new frame House, 27x6, next to Post Office and school house. Apply to J. B. MERCER, Victoria. nov11 6t

FOR SALE CHEAP, on the installment plan, a house and two lots for $750.—A desirable locality. Must be sold immediately. Apply to W. REDDY, 2nd house from Pioneer on Blanchard street. nov4w

FOR SALE.—For sale cheap, a quantity of Household Furniture. Address D. J. P., TIMES office. nov9

FOR SALE.—A team of Horses for sale or exchange for lighter horses. They weigh about 1400 lbs each. Apply to Drs. Hall & Hall, Theatre building, Douglas street. oct22 tf

FOR SALE.—Fourteen Acres of land, four miles from the city, part under fence and cultivation, with new five-roomed Cottage, Barn and Outbuildings complete. Never failing spring 50 feet from the house. Easy terms. Address T. R. ELLA, Drawer 95, Victoria. se30

FOR SALE OR LEASE.—A desirable Farm of Three Hundred Acres, eight miles from town. Lake frontage. Particulars at J. J. Austin's, Bastion street. july15 tf

FOR SALE.—An established Hotel business with a paying trade centrally situated within a short distance of the Post Office. A good investment for a good man with CASH. Address, for particulars "HOTEL," TIMES office.

TO RENT.

TO LET.—Rooms to let for offices. Apply to S. C. BURRIS, Architect, Corner Government and Broughton streets. nov8 6t

TO LET—Furnished, part of a house, detached, with chicken house, &c. Address "Furnished House," TIMES office. nov8 6t

TO LET.—Either with or without board, a couple of comfortably furnished Bed Rooms on Church Hill. Address A., TIMES office. nov7 6t

TO LET.—A furnished House on Cadboro Bay Road, seven rooms. Apply to J. J. Austin, Bastion street, Victoria. sept29

MEETINGS TO BE HELD.

VICTORIA-COLUMBIA Lodge, No. 1, A. F. & A. M., B. C. R.—Regular Communication the first Thursday in each month, at Masonic Temple corner Douglas and Fisguard streets.
mar2 1. R. R. ESNOUF, Secretary.

ST. ANDREWS and CALEDONIAN Societies meet at their hall, Broughton street, between Government and Broad streets, on the FIRST FRIDAY of every month. All Scotchmen are invited to join.
ROBERT BLACKWELL, Secretary.

TEAS, WINES AND SPIRITS.

JOHN BOYD,

Has just landed, ex "Coldstream," the Finest Scotch Whiskies ever imported from Scotland. Connoisseurs whose health requires the most perfect qualities of Whisky will do well to give them a trial. In stock, Dantzic Spruce Beer and Teas of a very superior quality.
P. O. Box 482 YATES STREET. febtmly

REAL ESTATE BROKERS, &c.

VANCOUVER, B. C., TERMINUS Canadian Pacific Railway Company.
F. C. INNES & CO.,
Real Estate Brokers, Notaries Public, Conveyancers, &c. One of the members of our firm being a lawyer, special attention is given to the preparation of legal documents.
F. C. INNES. S. O. RICHARDS.
nov8

For Chief Engineer

To the Ratepayers of the City of Victoria.

LADIES AND GENTLEMEN:

I beg to offer myself as a candidate for the position of Chief Engineer of the Victoria Fire Department at the forthcoming election.

I feel assured that the experience gained during my connection with the old Volunteer Department, and also during the past two years in the position of Assistant Engineer, to which you did me the honor to elect me, will enable me to guard your interests to advantage.

Soliciting your votes and influence,

Yours respectfully,

THOS. DEASY.

Victoria, Nov. 9, 1887. nov9

Shops, Studios, Offices.

A BRICK BUILDING at the S. W. corner of Fort and Broad streets is intended.

Communications from responsible parties who may require accommodation below or above will be promptly considered by J. D. PEMBERTON, P. O. Box 246, Victoria. nov1 1m

REMOVAL.

S. C. BURRIS, ARCHITECT,

Has Removed to Corner Government and Broughton Streets, Rooms, 7, 8 and 9 Hamley Building.

ALL HOPE GIVEN UP.

Doctors Abandon Hope of the Crown Prince's Recovery.

He Submits Bravely to His Fate ---The Kaiser's Condition.

THE MALADY IS CANCER.

BERLIN, Nov. 12.—Dr. Schroeder declares that the disease from which the Crown Prince is suffering is cancer. He proposes to perform the dangerous operation of tracheotomy and completely extirpate the cancer. This, he thinks, will prolong the patient's life three or four years. Dr. Mackenzie is against this course of treatment, as he says that the Crown Prince may succumb under it. He proposes to prolong the Prince's life a year and a half by the methods he advocates. Dr. Krause proposes tracheotomy. All the doctors, however, are in favor of postponing any operation for the present. The Crown Prince was informed of their conclusions, and he retired for an hour to consider what course to pursue. He finally decided to submit to the operation. He bears himself in the bravest manner.

THE DIRE NEWS SURMISED.

The first whispers of the dire news from San Remo were unheard of in Berlin till towards evening. On the Bourse business was over. Some papers had congratulatory articles on the improving condition of the Crown Prince, when suddenly reports were permitted to transpire that yesterday evening's advices were false news. The reports created general consternation. Early announcements were put out to the effect that the malady had been found to be of a cancerous nature and that with regard to the further treatment of the Crown Prince no trustworthy information could be obtainable until a verbal report was received from doctor Schmidt, who went to San Remo at the command of the Emperor. Nothing was said about the recovery of the patient, but the official admission was enough to confirm the worst fears of the public mind concerning the Prince's fate.

HOPE ABANDONED UNANIMOUSLY.

At last a decisive examination was made yesterday morning, which resulted in the doctors unanimously declaring that a radical cure was impossible, the only difference of opinion being as to how long the Prince's life could be prolonged. The Crown Prince heard a part of the discussion between the doctors. He showed the greatest self-possession when told that his recovery was uncertain and he retired to meet the Princess. He afterwards sent a long dispatch to the Emperor, and then recalling the doctors, he told them that he placed himself in their hands. Dr. Mackenzie communicated the result of the examination to Prince William, who seemed more affected by the dreadful news than his father. Dr. Schmidt, who will personally report of the doctors to the Emperor to-morrow, shares Dr. Mackenzie's opposition to an immediate operation. His relations with the Emperor will undoubtedly influence the family decision. Prince William returns to Berlin to-morrow.

THE EMPEROR MUCH AFFECTED.

The Emperor is naturally much affected by the serious nature of the Crown Prince's illness, but the rumors that he had had a relapse threatening death are untrue. He has appeared daily at his palace window at the time for relieving the guard, and has bowed and saluted the crowd watching for him. He looks pale, and works at his desk for some time before dinner. The news comes from Coblentz that the Empress is worse. No bulletins about her condition have been posted, and it is feared that her illness is serious.

THE CZAR'S VISIT.

The visit of the Czar is invested with increased importance by the final decision that Prince Bismarck and M. De Giers should be present at the meeting of the two Emperors. The *North German Gazette* announces that Prince Bismarck will attend the conference at the command of the Emperor.

The *Post* asserts that M. DeGiers will accompany the Czar. Up to yesterday it was definitely understood in official circles that Prince Bismarck would not be present. The reversal of this arrangements was made on account of the development in the condition of the Crown Prince, whose death would materially affect the whole European situation.

Thursday is mentioned as the day of the Czar's arrival at Berlin. Under the sorrowful circumstances now prevailing the visit will be the least ceremonious possible. Whatever may be the result from the DeGiers-Bismarck Conference, official circles disbelieve that it will have the slightest effect to shake the central European alliance. On the contrary it is hoped that the Czar will be persuaded that the coalition has too strong a basis to be overturned or for any power to be induced to abandon it.

The *Fremdenblatt*, in a semi-official article suggests that the Czar will carry away a personal conviction of how fondly the Russian National party judges the aims of Germany, and will certainly learn that the alliance can never be weakened nor loosened and that it may be extended attracting other powers to its programme, and embracing in the league of peace Russia also.

RECTOR OF ABERDEEN.

LONDON, Nov. 12.—Right Hon. George Joachim Goschen has been elected to the rectorship of Aberdeen university by a vote of 455 to 314 for the Right Hon. John Morley.

COWBOYS BEAT BICYCLES.

LONDON, Nov. 12.—The six-day race between Woodside and Howell, on bicycles, and two American cowboys on horses, ended to-night in the Agricultural hall. The cowboys, who were allowed to use an unlimited number of horses, won the race by two miles and 355 yards.

CONFLICT WITH THE POLICE.

DUBLIN, Nov. 12.—Constable Thompson, of Limerick, has resigned as a protest against the treatment of Editor O'Brien.

An encounter took place between the people and the police at Inneshoffin. The police charged with bayonets on a crowd and mortally wounded one woman. Many of the policemen were injured by being hit with stones. The local magistrates after inquiring into the affair exculpated the police.

MAN-OF-WAR SUNK.

LONDON, Nov. 12.—The English steamer at Nicoloff, Russia, collided with and sank the Russian man-of-war, Emerous. Seven persons aboard the latter vessel were drowned.

HARTINGTON IN OPPOSITION.

LONDON, Nov. 12.—Gladstone writes that Lord Hartington's speech is an evidence that he will be decidedly one of the most extreme of the opposition to the Liberal party while the Irish question exists. "We must settle that question quick if we want to win him back."

AMERICAN NEWS.

SEALSKINS SOLD.

SAN FRANCISCO, Nov. 10.—Barton Atkins, United States marshal for Alaska, to-day sold about 1500 sealskins, taken on board the British schooners Thornton, Onward and Carolina in Behring Sea. The skins were sold for a little over $700.

CLARA LOUISE KELLOGG MARRIED.

INDIANAPOLIS, Nov. 12.—The *Journal's* correspondent at Elkhart, Ind., informs that paper that Clara Louise Kellogg and her manager, Karl Strakosch, were married at that place on Wednesday night at the close of the entertainment given by the company.

WHALERS RETURN.

SAN FRANCISCO, Nov. 13.—The following whaling barks and their catches arrived this evening from Fox Island, with an average of twenty-two days: Eliza, Capt. Kelly, 600 bbls oil, 13,000 pounds bone, to Wright, Browne & Co.; Mary, Capt. Devall, 385 bbls oil, 6000 pounds bone, to Wm. Lewis; Frances Palmer, Capt. Parker, 230 bbls oil, 4000 pounds bone, to Wm. Lewis. Joseph Lynn, boat-steerer on the bark Eliza, was lost overboard in a gale on November 5th.

THIEVING TRAMPS.

ALBUQUERQUE, N. M., Nov. 13.—Three tramps last night at Wallace, a small station on the Santa Fe road, broke into four freight cars and stole therefrom goods to the value of $1000. The theft was soon discovered and search was inaugurated for the thieves. They were found a few miles above Wallace and brought to Alberquerque. On the preliminary trial they were bound over to await the action of the grand jury.

INJUNCTION GRANTED.

ST. PAUL, Nov. 12.—The *Pioneer Press's* Winnipeg correspondent says: "Judge Killam delivered a judgment this morning granting the injunction asked by the Dominion Government against the building of the Red River railroad."

FAST MAILS.

ST. PAUL, Nov. 12.—Beginning on Nov. 17th the Northern Pacific will run a fast mail train from this city to the Pacific coast, connecting here with the fast mail from Wilwaukee, which arrives at 3:30 p. m. The train will run through to Portland 20 hours less than at the present time, reaching Helena in forty and a half hours. The mail will arrive in Tacoma twenty-four hours ahead of the present time. Another through Pacific express, stopping at the smaller places, will leave at 8 a.m., and a corresponding train will run from Portland east.

CANADIAN NEWS.

BREACH OF CONTRACT.

OTTAWA, Ont., Nov. 21.—James Whitehead, railway contractor, has taken action against the Dominion Government for $50,000 for breach of contract respecting operations on the Canadian Pacific between Port Arthur and Winnipeg.

FEARS FOR A STEAMER.

QUEBEC, Nov. 12.—It is feared here that the steamer Montgomery, plying between this port and St. Thomas, has been lost, as nothing has been heard of her since leaving port. It is supposed that the steamer, which carried a large number of passengers, went down in the terrible storm of yesterday. It is believed that many marine disasters occurred.

An Awkward Mistake.

An Iowa newspaper foreman is now in danger of his life for putting together the following. The first is a portion of an account of the concert, and last a partial report of a cattle show. The sentences appeared as follows: "The concert given last night by sixteen of Storm Lake's most beautiful and fascinating young ladies was highly appreciated. They were elegantly dressed and sang in a most charming manner, winning the plaudits of the entire audience, who pronounced them—the finest breeds of shorthorns in the country. A few of them are of a rich brown color, but the majority are spotted brown and white. Several of the heifers are fine-bodied, tight-limbed, well-developed animals—good milkers, and promise to prove good property."

Comox Election.

A meeting convened by the farmers of Comox to ascertain the views of the electors on the question of nominating a local candidate to represent them in the Legislative Assembly was held at the Central Hall on Saturday the 22nd ult. The meeting was well attended, Mr. Bently was called to the chair, and the names of two gentlemen were submitted to test the opinion of the meeting. Mr. Robb was proposed by Mr. McKinzie and Mr. Piercy by Mr. Robb who declined to stand. Dingwall was ignored and protested against the convention as a "put up job to defeat him." Mr. Dingwall cut a very bad figure, and snuffed himself out by his impertinent denial of all knowledge of the intention of the electors to hold the convention. The meeting was a practical endorsement of the nomination of Mr. Humphreys, whose election may be regarded as certain.—COM.

Tit For Tat.

The Vancouver *News* is hostile to the mail service from the Sound as it now exists. The Premier is debarred from carrying mail matter. Her consignments from the Sound ports are delivered at Vancouver a couple of days ere the invoices or bills of particulars arrive. These are sent by way of Victoria, which the *News* claims is a serious detriment to the business men of Vancouver. It therefore urges a direct mail and hopes the Board of Trade will take up the subject without delay. Yes, brother of the quill, it makes all the difference in the world whose ox is gored. Why then should Victoria not insist on having her mails from China and Japan landed here instead of going round about by way of Vancouver—a loss of at least two clear days? We pause for an answer.

Mr. Charlton, M. P., spoke at Selkirk, County of Haldimand, last evening, taking positive and unequivocal ground in favor of Commercial Union. Mr. Charlton advocated Commercial Union as long ago as 1869, and has frequently spoken in favor of it in his own county since then. Probably no man in Canada understands the question better.

EASTERN TOWNSHIP'S BUYER is Neelands & Ross.

OUR MOUNTAIN SCENERY.

Its Commercial Value to the Province and Transportation Companies.

A correspondent, 'Victor,' writing to the *Monetary Times*, Toronto, thus refers to the commercial value of what he is pleased to term mountain scenery. "We are just realizing that we have a Switzerland of our own in the Rocky Mountains and British Columbia. Every feature of the Swiss mountains is to be found there. Travelers will recall, with delight, the exquisite valley of Interlaken, with the snow-capped peaks of the Bernese overland close by. We have a veritable Interlaken at Banff; indeed, in many respects, Banff is superior to Interlaken for in combination with its mineral springs it is both Interlaken and Baden. We might put Saratoga in this list, too, considering the new hotel just built by the Pacific Railway Company. The Swiss Matterhorn is reproduced in a range which towers over the Bow River valley within a mile or two of this very hotel. All the tremendous features which make the Matterhorn famous are reproduced there. We have the Jungfrau range over again in the heart of the Selkirks, where the Hermit mountain towers over all her neighbors, and all are snow-capped. The famous Mer-de-glace, that wonderful sea of ice near Mont Blanc, is more than paralleled by the magnificent glaciers underneath Mount Sir Donald. The Kicking Horse Pass and the passes and canyons of the Fraser and Columbia are quite as grand as the great passes which have made the Swiss mountains historically famous for centuries. So then, we have actually got a Switzerland of our own in the Northwest and the Pacific slopes. And just as Switzerland supports an immense population out of her scenery, and does constantly increasing business with tourists that swarm over her hills and valleys—so doubtless will Canada. There is no reason why there should not be thousands and tens of thousands of visitors visiting these mountain regions every summer. Instead of one large hotel we may expect, before long, to see five and twenty at least, with little settlements of shops springing up about them exactly as they have done at Thun, Interlaken, Lucerne and other places in Switzerland. Why not.

The Result in Haldimand.

It is reported that the polling in Haldimand County, Ont., on Saturday last, resulted in the re-election of Dr. Montague by a majority of 16 over his opponent Mr. C. W. Coulter, who was elected in September, 1886, by a majority of 115 over Mr. W. H. Merritt, but did not take his seat in the Commons as the dissolution took place before another session of the House was held. At the general election in February last, Judge Upper gave the seat to Dr. Montague, the ballots on the recount approved by him showing that the vote cast stood 1746 for the doctor and 1745 for Mr. Coulter. A protest and a recount took place before Chancellor Boyd, the result of which was that a majority of 6 was declared for Mr. Coulter. A counter protest was entered by Dr. Montague, which was not proceeded with, as both parties agreed to a new election, the result of which is believed to be as already stated. The constituency, since it became one of the gerrymandered ridings has been regarded as a close one. In 1872 Mr. David Thompson, a native of the county and largely interested therein as a miller, trader and farmer; elected by acclamation and also in 1874. His father for years before him had represented the constituency, which, prior to 1882 was considered to be a safe Liberal riding—for none other previously had sat for it. In 1878 Mr. Nicholas Flood Davin ran against Mr. Thompson; the vote standing at 1566 for the latter and 1400 for the former. A large Catholic element exists in the county and Mr. Davin polled a heavy Irish vote. In 1882 the county was gerrymandered. South Cayuga, a strong Liberal township, was taken from Haldimand and added to the County of Monck, a Conservative stronghold. Monck township was attached to Haldimand in lieu of the one taken from it. This was an overwhelmingly Conservative township. Caistor township, another strong Conservative township, was added to South Wentworth, and Ancaster, the Liberal stronghold, taken therefrom, and attached to South Brant. At the general election of 1882 Mr. Thompson was elected by a majority of 126 over Mr. W. H. Merritt, a non-resident. The Indian vote in the riding as now arranged is a considerable one. It was all along felt that the contest would be close, the probabilities favoring Dr. Montague, who is a young man of good parts, popular with the people, an excellent speaker and likely to prove himself to be a good debater and legislator.

Revolutionizing Trade.

Over a year ago President Sewall, of the Maine Central Railway, stated that "the Canadian Pacific is going to be a dangerous competitor with the trunk lines east of the Mississippi, and it is going to revolutionize the transcontinental railroad traffic in the United States." Its operation has been bitterly complained against by the American transcontinental and other roads, because it did not come under the provisions of the U. S. Interstate Commerce Law and could therefore make what rates it liked for the conveyance of freight and passengers. Recent Boston papers notice the progress being made in the extension of the Canadian Pacific Railroad across the northern wilderness of Maine, but whether the Atlantic terminus will be St John, Portland or Boston is yet a question. The entire work will be completed one year hence, and will, it is expected, prove to be a sharp competitor with the United States trunk lines, because, when completed, it will run from ocean to ocean, and no other railway in America occupies or is likely to occupy the position of having such a line under the one management. Moreover, that management is unfettered by state and provincial laws though we see that, unless ample provision shall have been made before hand, it will be possible for the State of Maine to pass such laws as may seriously interfere with the freedom that the Canadian Pacific at present enjoys.

Immodest Women.

Bishop Cleary, a well-known dignitary of the Roman Catholic church in reply to an address at Napanee, referred in the most scathing terms to the rudeness and immodesty of Canadian girls and women, and compared the ladies of Ontario very unfavorably with those of the Old World. This he attributed to the defects of the public school system, in which the morals of the young, and especially of the females, are entirely neglected. He did not apparently say anything about the failure of the homes and the churches.

POLICE COURT.

(Before Elwin Johnson, Q. C. S. M.)

Mr. Wm Dalby, J. P., occupied a seat on the bench with His Honor.

An Indian charged with drunkenness, was fined $5 or one week.

Another Indian charged with being in possession of an intoxicant, was discharged.

Ah Keong, a Chinaman, on a charge of stealing a coat, was defended by Mr. Hall, representing Mr. Thornton Fell.

Officer Robb testified that on the 9th instant arrested the prisoner in Mr. Aaronson's pawn-store on Johnson street; prisoner said he paid $17 for the coat which is a whiteman's coat and valued at $20.

John J. Crane deposed that the coat produced is his property and is valued at $25; the coat was stolen from the house occupied by himself at the Belmont Tannery; notified the pawnbrokers; prisoner was at witness' house several times; he is employed at a lime kiln near witness' house; prisoner was at Mr. Crane's house yesterday and wanted to settle the case by paying witness $30; he said the coat was bought from a white man for $7.

To Mr. Fell—Have known prisoner for five years; missed several little things; another man named Kelly saw a Chinaman trying to break into his house and drove him away. Three men work around the place, two white men and a Chinaman. Did not ask the Chinaman to produce $50. Did not need to settle.

To His Honor—The Chinaman sometimes came around and looked around the house; did not take much notice of him; Kelly was in bed when the Chinaman tried to break into his house and the Chinaman ran into the Ladies.

Mr. B. Aaronson swore that he is a pawnbroker on Johnson street; recognized coat produced; it was brought to store by prisoner; he wanted six dollars for it; coat answered description of one stolen; sent for police and whilst doing so he tried to escape; the boy engaged in the store brought him back; kept him until Officer Robb arrived.

Prisoner was remanded until Wednesday. Bail was refused.

STILL IN TROUBLE.

The Norwegians Flooded Out on the Squamish—Relief Wanted.

Mr. Geo. Turner, C. E., says the *Columbian*, who left New Westminster a few days ago for the purpose of surveying the lands occupied by the Norwegian colony of fishermen on Squamish River, has returned to the city and reports the colony completely flooded. He arrived at the mouth of Squamish River yesterday, and met five men from the settlement, who had come down to procure assistance, and reported the whole valley flooded to a depth of six or seven feet, and three feet of water in the houses. There are eleven men, three women and eight children in the settlement. The women and children are on beds and tables raised high enough to escape the water, and the men are roosting among the rafters. They have not been able to cook anything for days, and both provisions and goods are much damaged. The men said they wanted to get out of the place, as it was found entirely unsuitable. In consequence of the rush of water the Buss could not ascend the river, and so Mr. Turner continued to return at once for assistance. Mr. Warwick, government agent, immediately telegraphed the facts to the chief commissioner of lands and works at Victoria and asked for instructions. It is hoped relief will be sent, as the people are really in a bad fix." It was a most reprehensible act on the part of the government to locate these industrious settlers in such an outlandish out-of-the-way place in the first instance. Then they were put off the land, because it was claimed as an Indian reserve; their logs were confiscated by the Dominion Government, and now to put a climax on the whole bungling, the elements step in and flood them out. Their experience of British Columbia indeed has been the reverse of being pleasant. They deserve better luck, and honest treatment by the government.

FROM ALASKA.

Arrival of the Ancon—Mining Developments, Etc.

The steamer Ancon, Captain Carroll, from Alaska direct, arrived at the outer wharf at 8 a.m., and left for Puget Sound ports at 11 o'clock. On Saturday night Captain Carroll was compelled, on account of stormy weather, to put into Alert Bay and there lay at anchor for a time. The ship had a full complement of passengers from the north, amongst whom were the two Misses Ball, Mr. McLean and family, who have been resident at Sitka for some years in charge of the Meteorological station, Mr. G. W. Taylor, merchant, Wrangel; Mr. P. Brady, merchant, Juneau; and Mr. G. H. Cook, of Calibreath, Grant & Cook, Cassiar. Mr. P. Brady speaks of the mining future of Alaska as being very bright, and believes that another year will see developments, improvements and an output of gold that will attract many capitalists thither. The Treadwell Company are pushing on the work of addition to their already large mill, the return from the mine being up to the former product. The Boston Company, which are erecting their mill a couple of miles further north, are expecting to be ready for crushing at an early day. One small quartz mill has been erected at Burner Bay, and what has been done by it goes to show that there is good payable rock in that locality. A late development at that place has proved the existence of rich ore. A handsome sum was offered a few days ago for one of the claims and refused.

The Vedder Creek Bridge.

The settlers of Sumas and Chilliwhack are sorely perplexed at the action of the government in its delay over the Vedder creek bridge. It was swept away many months ago and has not been replaced, much to the annoyance of the settlers in that locality. Tenders were lately called for, but no action so far as known has yet been taken. The settlers in upper Sumas are unable to get out with their produce. The creek is swollen and impassable. Narrow escapes from drowning have occurred in attempting to swim it by animals. In cases of emergency parties determined to get out have to go miles out of their way into the green bush and there cross the stream on a log jam—a precarious operation. The government is severely censured for its negligence in this matter, and deservedly so. The grievance is a serious one and should have been rectified long ago. It is believed nothing will be done in the matter until the Hon. John Robson, half of the machine arrives from his missionary tour to the east. Meantime the settlement is suffering as travel on the trunk road is practically at an end for the present.

THE DAILY TIMES,

PUBLISHED EVERY LEGAL AFTERNOON,

By the Victoria Times Printing and Publishing Company, Lm'td,

At the Office of Publication, Yates Street, near Government, Victoria B. C.

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The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Monday, Nov. 14, 1887.

THE REAL PROJECTOR OF THE CANADIAN PACIFIC RAILWAY.

(Continued from the Daily TIMES of the 12th inst.)

The Oregon boundary had not then been adjusted. Great Britain claimed a territory which is now a State, whilst she also controlled that which now is Washington Territory. California was but little known when the letter was indited, but by the year it was deemed advisable to give it publicity gold had been discovered; the great rush to the western Eldorado had yet to take place, British Columbia and Vancouver Island were known by the name of "New Caledonia." The London and many of the provincial press were agitating a concerted system of emigration to the British North America Colonies. JOHN STUART MILL, the great political writer and economist of his day, wrote and spoke on the subject. The people of Great Britain were urged to build the grand natural highway from ocean to ocean. The Colonial Secretary of the day at last become a convert. In one of his dispatches he says: "A little reflection will show that Great Britain and her children have the power to make it; that it *must* be done, and will become a valuable property—for it will increase our commerce and trade to an extent not easy to calculate." Many were now of the opinion that such a noble work must not be looked upon merely as a money question; although if only considered in that light, Britain must reflect that if she wishes and intends to retain her high pre-eminence amongst the nations of the earth, she must, most assuredly, pay for it. RICHARD COBDEN, the great apostle of Free Trade, likewise threw his powerful influence in favor of emigration and the completion of the grandest railway project previous to that date or since contemplated. COBDEN said: "The exportation of laborers and capital from the old to the new counties, from a place where their productive power is less to a place where it is greater, increases by so much, the aggregate produce of the labor and capital of the world." Lord BROUGHAM took part in the discussion, as did also the HON. BENJAMIN D'ISRAELI—afterwards Earl BEACONSFIELD. Their sentiments are to be found in the London *Times* of that year—1849.

When the King of Holland, in 1831, gave his decision on the disputed boundary—the State of Maine—and His Royal Highness being the arbitrator to whom the subject was referred—the Duke of WELLINGTON referred to the subject of the unsettled Oregon affair, demonstrating that His Grace was ever watchful for Britain's interests on the western coast; many supposed he was otherwise. MONTGOMERY MARTIN asserts that "but for the Hudsons Bay Company, England would probably have been shut out from the Pacific." Major SMYTH, in his own peculiar style, asks the question: Did His Grace, when pointing to our northwestern boundary line, look forward at that time to the shores of the Pacific as being "the end of the West and the beginning of the East?" Did His Grace's imagination picture to his mind's eye swarms of human beings from Halifax, from New Brunswick, from Quebec, from Montreal, from Bytown (now Canada's capital, but then a comparatively small hamlet), from Kingston, from Toronto, from Hamilton, from the town of New London, from the Red River settlement, &c., rushing across the Rocky Mountains of Oregon, with the produce of the West in exchange for the riches of the East? The Major also alludes to the Pacific ocean being alive with steam and sail craft coming from Britain's magnificent colonies—New Zealand, Van Diemen's Land, New South Wales, New Holland (now Australia), Borneo, China, Japan, and the hundred other isles of the great Pacific, all carrying the rich products of the East and landing them at the commencement of the West—(Fort Langley, on Fraser's River)—to be forwarded and distributed throughout our North American provinces, and to be delivered in THIRTY DAYS at the ports of Great Britain from Japan! To the time when steamers would be despatched with the mails from Britain for Yokohama, Pekin, Canton, the Australian Colonies, New Zealand, &c.; to the time when the rolling masses of treasure that would be sure to travel on such a girdle of communication as the *grand national railway from the Atlantic to the Pacific* undoubtedly will be! The *London Quarterly*, for December, 1848, in an able article on the subject of Colonial emigration and the construction of a transcontinental railway in British North America, concluded by stating that "it is of that importance to our increasing population that the conquest over nature should proceed unchecked."

Britain was desirous to find new markets for her manufactures; these it was held every fresh colony supplies in its measure. A noted writer of that day, the Rev. C. G. NICOLAY (after whom the Nicola valley was named) contributed powerful letters to the press on the character of the country west of the Rockies, known as the Oregon and closes by asking: "If then the Oregon be what it appears to be; if its climate, soil, agriculture and commercial capabilities be as represented, why leave its future destiny to time and circumstances?" To the Hudson Bay Co. Major SMYTH made a strong appeal. He quoted from the language used toward that company by Mr. JAMES EDWARD FITZGERALD. The appeal was also a severe stricture on the manner in which, for close upon two centuries, that powerful corporation had concealed from the world the great hidden wealth within the bounds of its territory, and that up to that period the company had left nothing behind it in that vast country, covering close upon half a continent, to bear witness to its power and riches. In the scheme proposed by Major SMYTH a new destiny had opened before the company. It was urged to place its name beside those who had devoted themselves to the noble task of stimulating and directing the enterprising genius of their fellow countrymen, who had prolonged the existence of the nation by giving a new life to its offspring. Great Britain was called upon, as were also her North American Colonies and the Hudson Bay Company, to employ their wealth and power to unite in one great unbroken iron chain, the Mother Country with her distant children; and in spite of Nature's difficulties, carry steam across the Rocky Mountains. The writer refers to the trips across the mountains made by Sir ALEXANDER MACKENZIE and Sir GEORGE SIMPSON. The former, he states, inscribed in large vermillion letters on the rocks of the Pacific: ALEXANDER MACKENZIE from Canada by land the 22nd July, 1794." Major SMYTH asks "who will be the first engineer to inscribe upon the Rocky Mountains, "on this day engineer A. B. piloted the first locomotive engine across the Rocky Mountains" and what then will be the feelings of Britons when even now steam is considered the "exclusive offspring of British genius, fostered and sustained by British enterpise and British capital!" Next the Major dwells upon the importance of the line as a military route and its necessity from an Imperial point of view. The construction of such a line from Halifax to Fraser's River and a government grant to a great steam navigation company in the same way as a grant was made to the Atlantic Steam Navigation Company to Halifax would insure magnificent steamers whereon the mails reaching Fort Langley in six days from Halifax would be carried to the Colonies previously mentioned. The unrivalled coal fields of Vancouver Island are dwelt upon, as are also the vast mineral, timber and fishery resources of the Pacific Coast, and their value to the British empire. Concerning the Straits of Fuca the Major says: "And now that it has been settled that this magnificent Strait and its series of unrivalled harbors (the great emporium of West America) is open to that great nation, the people of the United States, as well as to ourselves, it becomes most important to us that we should, and quickly, open the best and shortest route to communicate with it, and no time ought to be lost in the commencement of this national undertaking." This and much more the gallant Major wrote on the subject.

The title to Major ROBERT CARMICHAEL-SMYTH's *brochure* occupied two pages. Being unique in its way, as well as comprehensive, and as it indicates the general tenor of the work we give it in full.

"The employment of the people "and the capital of Great Britain in "her Colonies, at the same time assisting emigration and penal arrangements, by undertaking a great "national work, and thus opening "the greatest road to the most extensive regions of wealth ever before at the command of any nation "in the world, (not regions of gold, "but for commerce and industry), so "that at no future period (within at "least the imagination of man) will "Great Britain have to complain "either of too great a population on "her soil or too small a market for "her labor. All this is fully explained in a letter from Major "ROBERT CARMICHAEL-SMYTH to his "friend the author of 'The Clock "Maker,' containing thoughts on the "subject of a British Colonial Railway communication between the "Atlantic and the Pacific, from the "magnificent harbor of Halifax, in "Nova Scotia, (northeastern America) to the mouth of Fraser's river "in New Caledonia, in northwestern "America, or such other point as may "be determined upon." said the "*Great Western Letter Bay:* "The "time has come when the great American and Colonial route of travelling must commence at Halifax." another writer said: "Yes! and be "carried on to Fraser's river."

Such a letter could scarcely fail in attracting the attention of the British nation. The author had considered his subject thoroughly well, and his appeal came at a time when the nation was anxious to "spread out," as it were, its motto then being "Forward! conquering and to conquer." It is said that the sight of the first steam craft which ever crossed the Atlantic—the Syrius, in August, 1838—produced a marked impression on the gallant Major, who was then on his way home from Canada, where at Little York—then commonly known as Muddy York, but now the beautiful and progressive city of Toronto, where he had been stationed with the famous 93rd Sutherland Highlanders, and where are still living a few of the men who comprised that fine regiment in the year 1838, as well as their descendants.

The British nation was now fairly aroused in favor of the scheme. Attention began to be directed to the financial basis on which so gigantic an enterprise was to be carried out. Public opinion generally settled it that the work must be done by assisted emigration and convicts, who were to be guarded by regiments of soldiers. At that period it was estimated that of the convicts at least 20,000 could be sent to North America to work on the undertaking; these to be watched by 4,000 soldiers. They were to be located in isolated districts, remote from population. The cost was variously estimated at about £96,000,000—or $467,000,000,—the cost per mile being fixed at £24,000. Five years was the time limit named for its completion, and the annual expenditure to be £20,000,000, the interest on which would be £1,000,000 a year. The author says: "Surely such a sum as that could be easily raised, even by the Hudson Bay Company alone upon the security of their extensive and valuable territory." The figures, as to cost, quoted by British engineers were doubtless based on the cost of roadbeds in that country; the nearest approach to which was the cost of the Grand Trunk of Canada, which today is considered the best built line on the continent. Its largest bridges are of stone and iron, and the roadbed itself excellent in every respect. It must be borne in mind that British engineers generally err beyond the actual cost rather than under. Many instances can be quoted in support of this contention. By way of illustration on a small scale, take the Chat Moss, on the Liverpool and Manchester line, over which His Worship Mayor Fell in his salad days traveled so frequently, and which was pronounced impossible for a railway track except at the enormous cost of £270,000. That most eminent of all railroad engineers, Mr. GEORGE STEPHENSON, surmounted the difficulty at a cost of £40,000, and that once known as Chat Moss is today the most prolific agricultural section in all England. The line of the Canadian Pacific when ultimately completed from Halifax to Vancouver, from Quebec eastward, will vary somewhat from the route outlined by Major SMYTH in 1849. The Inter-Colonial proper, extending from River du Loup to Halifax and St. John is part of the Major's scheme, in extent some 600 miles and estimated by him to cost £5,000,000. Including the purchase of the River du Loup branch of the Grand Trunk, from Point Levi, the total cost of the Intercolonial exceeds $40,000,000. The balance of the scheme from Quebec to Port Moody cost in the neighborood of $100,000,000. It is certain that the work of spanning the continent from Burrard Inlet to the port of Halifax can be accomplished by modern engineering at a cost of less than $150,000,000. Quite a contrast between the actual and the estimated cost. The difference in the mode of construction must, however, be considered.

At last British opinion on the subject became rife, and actual work was begun on what was then known as the Halifax and Quebec Railway. This was early in 1848. Earl GREY, then Colonial Secretary, in a dispatch to Lieut.-Gen. Sir JOHN HARVEY, Lieut.-Governor of Halifax, in referring to the Major Robertson report as to route, said: "I have perused this able document with the interest and attention it so well merits, and I have to convey to you the assurance of Her Majesty's Government that we fully appreciate the importance of the proposed undertaking, and entertain no doubt of the great advantages that would result, not only to the provinces interested in the work, but to the empire at large, from the construction of such a railway." Strange as it may appear in the face of the foregoing letter, on the 4th of August, 1848, the following order was issued from the Treasury Chambers, addressed to "H. MERIVALE, Esq, &c." and signed by "C. E. TREVELYEAN."

SIR,—"In the reference to your "letter of the 18th ultimo, relative "to the expenses incurred in the survey of the proposed line of railway "between Halifax and Quebec, I am "directed by the Lords Commissioners of Her Majesty's Treasury to "request that you will move Earl "GREY to instruct the several officers "in charge of the Governments of "Canada, Nova Scotia and New "Brunswick, to cause the proportion "of the railway survey expenses to "be defrayed by each province, to be "paid into the commissariat chests "on the respective stations."

The issuance of this order at once put a stop to the work. It lay dormant for many years. The Trent affair in 1863—otherwise known as the taking of Messrs. MASON and SLIDDALL, the Confederate Ambassadors to London, from a British vessel on the high seas by an American cruiser—had the effect of Britain sending troops to Canada. They had to be transported overland in the dead of winter, through a most unhospitable, bleak country. BONAPARTE's march over the Alps was no more a courageous act than that of the brave soldiers who, for hundreds of miles cut their way thorough New Brunswick and Quebec until civilization was reached. After this episode steps were taken by the Imperial authorities to revive the project. It was one of the conditions of Confederation that the Dominion was to complete a railway system from the shores of the St. Lawrence to the Atlantic seaboard in the Maritime provinces. The construction of the Canadian Pacific, from tidewater in British Columbia to connect with the railway system of Eastern Canada, was the vital condition in the terms of union between this province and the Dominion. That condition has been carried out; Canada's pledge redeemed and the prophesies made many years previously by Major ROBERT CARMICHAEL-SMYTH fulfilled, even to the running of steamers from this coast to the busy marts of China and Japan. In a few months vessels will ply in these waters to and from New Zealand and Australia. Then the predictions relating to British supremacy on land and water will be verified. The era of prosperity so vividly portrayed by the early writers on the subject is also upon us. Its effects has been felt in the east for some years. Its march is westward, and British Columbia will also participate in the altered condition of affairs, the completion of such a revolution in the carrying trade of the world as the Canadian Pacific is certain to bring about, and for which, above all others, credit is due to Major ROBERT CARMICHAEL-SMYTH as its earliest projector and advocate.

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Is often the beginning of serious affections of the Throat, Bronchial Tubes, and Lungs. Therefore, the importance of early and effective treatment cannot be overestimated. Ayer's Cherry Pectoral may always be relied upon for the speedy cure of a Cold or Cough.

Last January I was attacked with a severe Cold, which, by neglect and frequent exposures, became worse, finally settling on my lungs. A terrible cough soon followed, accompanied by pains in the chest, from which I suffered intensely. After trying various remedies, without obtaining relief, I commenced taking Ayer's Cherry Pectoral, and was

Speedily Cured.

I am satisfied that this remedy saved my life.—Jno. Webster, Pawtucket, R. I.

I contracted a severe cold, which suddenly developed into Pneumonia, presenting dangerous and obstinate symptoms. My physician ordered the use of Ayer's Cherry Pectoral. His instructions were followed, and the result was a rapid and permanent cure.—H. E. Stimpson, Rogers Prairie, Tex.

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The Best Remedy

for Colds, Coughs, and all Throat and Lung diseases, ever used in my family.—Robert Vanderpool, Meadville, Pa.

Some time ago I took a slight Cold, which, being neglected, grew worse, and settled on my Lungs. I had a hacking cough, and was very weak. Those who knew me best considered my life to be in great danger. I continued to suffer until I commenced using Ayer's Cherry Pectoral. Less than one bottle of this valuable medicine cured me, and I feel that I owe the preservation of my life to its curative powers.—Mrs. Ann Lockwood, Akron, New York.

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16 pieces Heather Brown and Grey Mixtures, 3 yds $1
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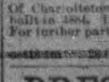

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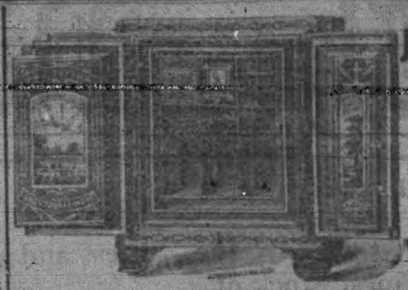

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BEG to announce that she intends receiving her assortment of Mrs. POOLE'S corsets, Kilburn Spa Corsets, Kilburn Spa Fashion for ladies and will be pleased at all times to receive visitors and show goods. oct14

Victoria Water Works

Regulation By-Law.

Until otherwise ordered by the Water Commissioner by notice to be published seven days before taking effect, from the 1st day of April to the 30th day of September, both inclusive, in each year, no consumer of the water of the said Water Works shall use such water for irrigating or street sprinkling except during the hours between five o'clock in the evening on the respective days mentioned and nine o'clock in the next following morning, namely:

In YATES STREET WARD, on Mondays and Thursdays.

In JAMES' BAY WARD, on Tuesdays and Fridays; and

In JOHNSON STREET WARD, on Wednesdays and Saturdays.

And the water of the said Water Works shall not be used for irrigating or street sprinkling outside of the limits of the said city. Consumers of water of the said Water Works will please note the above and govern themselves accordingly, as the Bylaw will be strictly enforced.

THOMAS RUSSELL,
Water Commissioner.

City Hall, May 27, 1887. may27

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A HARD BARGAIN.

By WALTER BESANT.

CHAPTER I—Continued.

I found no opening at Drury Lane; not even a vacancy for a supernumerary. There were not many London theatres in 1823, and I found the same thing everywhere—more applications than places to give.

I tried the Greenwich and the Richmond theatres with the same ill success.

Then I endeavored to get a country engagement, but I even failed there. I had no friends to recommend me, and my single experience with Kerrans' strolling troupe did not tell so much in my favor as I had hoped.

My ambition naturally took a town flight. I had intended to make my appearance on the metropolitan stage as Romeo, my favorite part, and at once to take the town by storm. I was prepared to give them an intelligent and novel interpretation of Hamlet. And I was not unwilling to undertake Macbeth, Othello, or even Prince Hal.

When these hopes became evidently grounded on nothing but the baseless fabrication of a dream, I resolved on beginning with second parts. Horatio, Mercutio, Paris, were, after all, characters worthy the work of a rising artist.

Again there seemed no chance.

The stage always wants young men of general utility. I would go anywhere and take anything. I offered to do so, but although hopes were held out to me by the theatrical agent, somehow he had nothing at the moment in his gift. Nothing; not even a vacancy for a tragedian at Richardson's show; not even a chance for Bartholomew fair.

It took me a fortnight to run down the scale from Hamlet, say, to Francis, the warder. While I passed through this descending gamut of ambition my two sovereigns were melting away with a rapidity quite astonishing.

The rent took five shillings; that was paid in advance. Then I was extravagant in the matter of eating, and took three meals a day, finding that not enough to satisfy my vigorous appetite. Once or twice, too, I paid for admission to the pit, and saw, with a sinking heart, what real acting means. My heart failed, because I perceived that I had to begin all over again, and from the very bottom of the ladder.

Then I had to buy a new pair of boots. It was always a trouble to me, the rapid wearing out of leather.

And then there was something else; and then one morning I found myself without a sixpence in my pocket. And then I began for the first time to become seriously alarmed about the future.

I had one or two things which I could pawn—a watch, a waistcoat, a few odds and ends in the way of wardrobe and a few books—on the proceeds of them I lived for a whole week; but at last, after spending twopence in the purchase of a penny loaf and a saveloy for breakfast, I found myself not only penniless, but also without the means of procuring another penny as all, because I had nothing left to pawn.

Many a young fellow has found himself in a similar predicament, but I doubt whether any one ever became so desperately hungry as I did on that day. I recollect that, having rashly eaten up my sausage before 8 o'clock, I felt a sinking toward 12; it was aggravated by the savory smell of roast meat which steamed from the cook shops and dining rooms as I walked along the streets. About 1 o'clock I gazed with malignant envy on the happy clerks who could go in and order platefuls of the roast and boiled which smoked in the windows, and threw a perfume more delicious than the sweetest strains of music into the streets where I lingered and looked. And at 2 I observed the diners come out again, walk luxurious slowly, but without upright and satisfied air, while I—the sinking had been succeeded by a dull, gnawing pain—was slowly doubling up. At 2:30 I felt as if I could bear it no longer. I had been walking about, trying different offices for a clerkship. I might as well have asked for a partnership. But I could walk no more. I leaned against a post—it was in Bucklersbury—opposite a dining room, where hares, fowls and turkeys were piled in the window among a boundless prodigality and wealth of carrots, turnips and cauliflowers, till my senses swam at the contemplation. I longed for a caldron in which to put the whole contents of the shop front, and eat them at one Gargantuan repast. My appetite, already alluded to, was hereditary; one of the few things I can remember of my mother was a constant complaint that my father used to eat her out of house and home. To be sure, from other scraps of information handed down by tradition, I have reason to believe that the word eating was used as a figure of speech—the part for the whole—and included drinking. I was good at both, and as a trencherman I had been unsurpassed, as I said above, in the company, the dear old company among whom I have so often eaten beefsteak and fried onions with Juliet. The door of the place opened now and then to let a hungry man enter or a full man go out, and I caught a glimpse of the interior. Dining rooms were not called restaurants in those days. They had no gilding, no bright paint, no pretty barmaids, and no silver plated forks and spoons. Nor were they brilliant with gas. All London—that is, all working London—dined before 4 o'clock; the clerks from 12 to 2, and the principals, except a few of the bigwigs, from 2 to 4. The cheaper rooms were like one or two places still to be found in Fleet street. There were sanded floors, there were hard benches; you had your beer out of pewter, not plated tankards; there was no cheap claret, and the popular ideal of wine was a strong and fiery port. Also, candles stood upon the tables—not wax candles, but tallow, with long wicks which required snuffing. They dropped a good deal of mutton fat about the table, and it was not uncommon to find yourself eating a little tallow with your bread, which was not nice even to men of a strong stomach. Finally, you had steel forks, which are just as good, to my thinking, as plated silver, and more easily cleaned.

I stood by the post and watched with hungry eyes. From within I heard voices, stifled voices; as those sent up a pipe, calling for roast beef with plenty of brown—good heavens! plenty of brown; roast mutton, underdone—I loved my mutton underdone; boiled beef with suet pudding and fat—I always took a great deal of pudding and fat with my boiled beef; roast veal and bacon with stuffing—a dish for the gods; calves' head for two—I could have eaten calves' head for a dozen; with orders pointing to things beyond my hungry imagination—hunger limits the boundaries of fancy—puddings, fish, soup, cheese and such delicacies. Alas! I wanted the solids. I felt myself growing feebler; I became more and more doubled up; I had thoughts of entering this paradise of the hungry, and, after eating till I could eat no longer, calmly laying down my knife and fork and informing the waiter that I had no money. There was a farce in which I had once played where the comic actor sent for the landlord, after a hearty meal, and asked him what he would do in case a stranger, after ordering and eating his dinner, should declare his inability to pay. "Do, sir?" cried the host; "I should kick him across the street." "Landlord," said the low comedian, and it always told—"Landlord," he used to rise up slowly as he spoke, and solemnly draw aside his coat tails, turning his face in the direction of the street door—"landlord, I'll trouble you." I used to play the landlord.

It struck 3:30; the dead gnawing of hunger was followed by a sharp pain, irritating and much more unpleasant. The crowd of those who entered had been followed by a crowd of those who came out, and the heaven of hungry men was nearly empty again. I gazed still upon the turkeys and the hares, but with a lack luster eye, for I was nearly fainting.

Presently there came down the street an elderly gentleman, bearing before him, like a lord mayor in a French tale, his enormous abdomen; he had white hair, white eyebrows, white whiskers and a purple face. He walked very slowly, as if the exertion might prove apoplectic, and leaned upon a thick stick. As he passed the shop he looked in at the window and wagged his head. At that moment I groaned involuntarily. He turned round and surveyed me. I suppose I presented a strange appearance, leaning against the post, with stooping figure and tightly buttoned coat. He had big projecting eyes flushed with red veins, which gave him a wolfish expression.

"Young man," he said, not benignantly at all, but severely, "you look ill. Have you been drinking?"

I shook my head.

"I am only hungry," I said, telling the truth, because I was too far gone to hide it. "I am only hungry; that is the matter with me."

He planted his stick on the ground, supporting both his hands upon the gold head, and wagged his head again from side to side with a grunting sound in his throat like the sawing of bones.

Grunt! "Here's a pretty fellow for you!" Grunt! "Hungry, and he looks miserable." Grunt! "Hungry, and he groans." Grunt! "Hungry—the most enviable position a man can be in—and he dares to repine at his lot." Grunt! "What are the lower classes coming to next, I wonder? Aren't you ashamed of yourself? Aren't you a model of everything that is ungrateful and—grunt!—and flying in the face of Providence? He lives in a land of victuals. London is a gigantic caravan, full of the most splendid things, the most glorious things to eat and drink; it only wants an appetite; and he's got that, and he laments!"

"What is the use of an appetite if you have no money to satisfy it with?"

Grunt! "Is it a small appetite, as a rule, or is it a large appetite?"

"Large," I replied. "It is an awkward thing for a poor beggar like me to have such a devil of a twist. I was born with it. Very awkward just now."

"Come with me, young man," he grunted. "Go before me. Don't talk, because that may interfere with the further growth of your appetite. Walk slowly, and keep your mouth shut close."

He came behind me, walking with his chuckle and grunt.

"So. What a fine fellow it is!" Grunt! "What room for the development of the alderman's arch! What a backbone for the support of a stomach! What shoulders for a dinner table, and what legs to put under it! Heavens! what a diner might be made of this boy if he only had money." Grunt! "Youth and appetite—health and hunger—and all thrown away upon a pauper! What a thing, what a thing! This way, young man."

Turning down a court leading out of Bucklersbury, he guided me to a obscure, a little black portal, at which he stopped; then stooping to a keyhole of a smaller size than was generally used in those days, he seemed to me to blow into it with his mouth; this was absurd, of course, but it seemed so to me. The door opened. He led the way into a passage, which, when the door shut behind us, as it did of its own accord, was pitch dark. We went up some stairs, and on the first landing the old gentleman, who was wheezing and puffing tremendously, opened another door and led me into a room. It was a large room, resplendent with the light of at least forty wax candles. The center was occupied by a large dining table laid for a single person. Outside it was broad daylight, for it was not yet 4 o'clock.

"I'll dine young man at four," puffed my host. "Oh dear! oh dear! Sit down, sir! I wish I was as hungry as you."

I sat down in the nearest chair and looked round the room. The first thing I remarked was that I could not see the door by which we had been admitted. The room was octagonal, and on every side stood some heavy piece of furniture; a table with glass, a case of book shelves, a sofa, but no door. My head began to go round as I continued my observations. There was no window either, nor was there any fireplace. Then I felt a sudden giddiness, and I suppose I fell backward on my chair. It was partly the faintness of hunger, but partly it was the strange room, and that old man glaring at me with his great wolfish eyes.

When I recovered I was lying on a sofa, and soft cold fingers were bathing my head and pressing a perfumed handkerchief to my lips. I opened my eyes suddenly and sat up completely recovered. At the foot of the sofa stood my entertainer.

"Easy with him, Boule-de-neige; make him rest for a moment. Perhaps his hunger has been too much for him."

"What is the use of an appetite?"

I turned to see who Boule-de-neige was. He was a negro of the blackest type; as ancient and withered as some old curpng of tropical woods; his cheeks hung in folds, and his skin seemed too much for his attenuated body; his wool was white, and his gums were almost toothless; and his nose so flattened with age as to be almost invisible, looking at him as I was looking, in profile. His hands were as soft as any woman's, but icy cold; and his eyes were red and fiery.

"Boule-de-neige, what do you think of him?"

"Him berry fine, young man, he is; him beautiful young man; got lubly albatite developed, I think; him last long time, much longer dine dan last oder young man. Chuck! Him poor trash, dat young man; dam poor trash; use up and go to debbel in a month. Chuck! Dis young man got lubly stomjack, strong as bull. Chuck chuck! How much you tink him eat to-night?"

"We shall see, Boule-de-neige. We will try him with a simple dinner, and then pronounce on his performances. Young men do not always come up to their professions. But he looks well, and perhaps, Boule-de-neige—perhaps—ah!" He nodded with a deep sigh.

"What time mess dine himself?"

"I don't know," the old gentleman answered, with another heavy sigh. "Perhaps not till 9 o'clock; perhaps not then. It all depends on this youth. Vanish, Boule-de-neige, and serve."

There was [illegible] host's mind by the [illegible] did it depend upon me? And did Boule-de-neige go through the floor? Did the table sink when he disappeared, and come up loaded with dishes? It seemed so.

I sprang from the couch. The sight and smell of the food brought back my raging hunger.

"Let me eat!" I cried.

"You shall. One moment first—only a single moment. Young man, tell me again and explicitly the nature and extent of your appetite. Be truthful, oh, be truthful! Our little tongues should never lie for mutton chop or apple pie. You know the hymn. I hope you have been religiously brought up, and know that hymn."

"I've got a devil of an appetite. What is there to lie about?"

"My dear young friend, there are many kinds of appetites. Yours may be fierce at first and promise great things, and then end in a miserably small performance. I have known such and mourned to see them. Is it a lasting appetite, now? Is it steady through a long dinner? Is it regular in its recurrence?"

"You shall see something of my performance," I laughed, insensate wretch. "You shall see. I never had a long dinner in my life, because I always made short work of mine. It is steady through a good many pounds of steak, and as regular as a clock."

"That is always something. Steak is as healthy a test as I know. Is it, secondly, an appetite that recovers itself quickly? That is very important. Is it a day by day or an hour by hour appetite? Is it good at all times of the day?"

"Alas, I wish it were not!"

"Hush, young man; do not blaspheme! Tell me, if you eat your fill now—it is 4:30—when do you think you might be ready again? His eyes glistened like a couple of great rubies in the candle light, and his hands trembled.

"I should say about 8. But I might do something light at 7, I dare say. Just now I feel as if I could eat a mountain."

"He feels as if he could eat a mountain! Wonderful are the gifts of Providence! My dear young friend, I am very thankful—deeply thankful—that I met you. Sit down, and let me take the covers off for you; I long to see you eat. This is a blessed day—a truly blessed day! I will wait upon you myself. No one else. Boule-de-neige, vanish!"

As he was about to take off the covers he stopped short.

"Stay. You are without occupation?"

"I can get none."

"You are of any trade?"

"I am an actor."

"A bad trade—an unchristian trade. Actors are vagabonds by act of parliament. Actors can never be in a state of grace. I shall be happy in being a humble instrument in removing you from a calling fatal to the Christian warrior. Why did you leave your last situation? No dishonesty? No embezzlement? No tampering with accounts?"

"Sir, I have always been an honest man. And, besides, I have never been tempted by the handling of other people's money."

"Ha! You have got no wife?"

"No, sir; I am unmarried."

"You have got no—— I trust I am taking to my bosom no deceiver of woman. You are not the father of an illegitimate offspring, I hope and pray."

"No sir; I am not."

"Young man, you are about to enter upon a most serious act, perhaps the most serious act of your life, and these questions may appear to you trivial and tedious. As a Christian, and a member of the congregation of Mr. —— But never mind; you are hungry now, and wish to eat. We will talk after dinner."

To be continued.

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44 JOHNSON STREET.

Opposite Railroad Hotel. P.O. Box 86.

NOTICE.

KING TYE CO. beg to inform the public that they have secured the services of L. MONGKOW from October 17th, 1887, to act with LEONG KEE as Interpreter on behalf of the said firm. KING TYE CO.

Victoria, B. C., Oct. 21, 1887. oct21

NOTICE.

MR. GEO. W. HAYNES holds my general Power of Attorney during my absence from the Province, and no bills, from and after this date, will be recognized and paid unless previously authorized by my said Attorney.

JOSEPH SPRATT.

Victoria B. C., Oct. 15, 1887. oct15 1m

DISSOLUTION.

NOTICE is hereby given that the partnership heretofore subsisting between the undersigned and Mr. Thomas Fish as Manufacturing Chemists in the city of Victoria, has this day been dissolved; and all debts owing to the said partnership are to be paid to the undersigned at Victoria aforesaid.

Victoria, B. C., 29th October, 1887.

H. W. STRATFORD.

Witness—GEO. JAY, JR. nov1 1m

MUNICIPAL.

Notice is hereby given that FINLAYSON'S BRIDGE, Government Street, will be closed from this date until further notice.

JAS. D. ROBINSON, C. M. C.

City Clerk's Office, November 5th, 1887. nov5

NOTICE.

THE TRUSTEES OF THE ESTATE OF T. Robert Magirl, deceased, invite tenders for the purchase of the Bay Farmery, the plant and the land on which the tannery is situated. The highly desirable property consisting of Lots 1 and 2, Block 5, in the City of Victoria, with the buildings thereon conveniently situated on Victoria Harbor, is in complete working order and offers a good opportunity for investment.

Tenders will be received by the undersigned up to and including Monday, the 22nd day of November, 1887, and the lowest or any tender will not necessarily be accepted.

For further particulars and terms apply to CHARLES WILSON, Broughton Street, Solicitor for the Trustees.

Dated the 19th day of October, 1887. oct20 1m

Provincial Royal Jubilee Hospital.

TO ARCHITECTS.

DESIGNS, PLANS AND SPECIFICATIONS are invited for the above building in accordance with memorandum of particulars, copies of which, together with contour plans of the site, may be obtained on application to the undersigned. A premium of $100 will be paid for whichever design and plans, if any, may be adopted. Such design, plans and specifications to become the property of the Provincial Royal Jubilee Hospital Building Committee.

Plans for the building to be addressed, in sealed envelope, to the undersigned, and to be handed to him by or before noon of 7th December next.

WILLIAM M. CHUDLEY, Wharf street, Victoria, Hon. Secretary

13th Sept., 1887. oct21 1m

Esquimalt & Nanaimo Railway Company.

LAND DEPARTMENT.

Notice to Claimants under the "Act Relating to the Island Railway, the Graving Dock and Railway Lands of the Province."

The Company is now prepared to issue Conveyances of Title to all Claimants entitled to the same under the provisions of the above Act, and who have fulfilled the requirements of the British Columbia "Land Act, 1884."

H. DUNSMUIR, President.

JOHN TRUTCH, Land Commissioner.

Victoria, B. C., July 25th, 1887. july28

Dissolution of Partnership.

THE COPARTNERSHIP heretofore existing between the undersigned, under the style and firm of Manson & Hendry, as Match Manufacturers, in the city of Victoria, has been dissolved by mutual consent.

WM. MANSON, THOS. HENDRY.

Witness—JOSIAH JAQUES.

The undersigned announces that he will continue to carry on the business as heretofore. He returns thanks to the public for the generous patronage accorded the late firm and respectfully solicits a continuance thereof in his own behalf.

He is laying in a FRESH STOCK of material, and in a few weeks will be in a position to meet the requirements of the trade.

THOS. HENDRY.

November 5, 1887. nov6 1m

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September, 1887. sep1 1m

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Instructors—H. L. Gulline, F. Rease.

Further particulars on application. nov2 1m

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June24 JAMES ALLISON.

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TIME CARD NO 4

To take effect at 8:30 a.m. on Wednesday, June 1st, 1887.

Going North.

No. 1 Passenger Daily.		No. 4 Pt. Sts. and Sunday
Dep 8:30 AM	VICTORIA	Arr 5:15 PM
9:00	DUNSMUIR	4:45
9:05	HILLSIDE	4:40
9:09	QUADRA ST.	4:36
9:13	BLACKWOOD	4:32
9:19	MOSS ST.	4:26
9:23	FAIRFIELD	4:22
9:30	CLOVERDALE	4:15
9:34	HILLSIDE	4:11
9:38	GORGE	4:07
9:45	SHAWNIGAN LAKE	4:00
10:00	COBBLE HILL	3:45
10:15	MALAHAT	3:30
10:30	DUNCANS	3:15
11:00	KOKSILAH	2:45
11:20	GREAMINGS	2:25
11:30	CHEMAINUS	2:15
12:00	NORTHFIELD	1:45
12:05	WELLS	1:40
12:15	NANAIMO	1:30
Arr 12:45	WELLINGTON	Dep 1:00

Going South.

No. 1 Passenger Daily.		No. 3 Pt. Sts. and Sunday
Dep 1:45 PM	WELLINGTON	Arr 11:40 AM
1:55	NANAIMO	11:30
2:05	WELLS	11:20
2:10	NORTHFIELD	11:15
2:35	CHEMAINUS	10:50
2:45	GREAMINGS	10:40
2:55	DUNCANS	10:30
3:10	KOKSILAH	10:15
3:40	MALAHAT	9:45
3:55	SHAWNIGAN LAKE	9:30
4:08	GORGE	9:17
4:12	HILLSIDE	9:13
4:16	CLOVERDALE	9:09
4:23	FAIRFIELD	9:02
4:27	MOSS ST.	8:58
4:33	QUADRA ST.	8:52
4:37	BLACKWOOD	8:48
4:41	HILLSIDE	8:44
4:46	DUNSMUIR	8:39
Arr 5:15	VICTORIA	Dep 8:30 AM

CHEAP RATES.

Until further notice Return Tickets for one and a half ordinary fare will be issued to any point on the line, good for three days, including the day of issue.

SATURDAY & SUNDAY.

Return tickets to all points for a single fare as under, will be issued on Saturdays and Sundays only, good for return, until the following Monday inclusive.

No full fare return tickets for a single fare issued between Nanaimo and Wellington or other points distant over four miles where single fare is 25 cents.

R. DUNSMUIR, President. JOSEPH HUNTER, General Supt.

H. E. PRIOR, General Freight and Passenger Agent.

aug1

Canadian Pacific Railway.

OUR NATIONAL HIGHWAY

Shortest, Quickest,

AND IN EVERY RESPECT,

THE BEST ROUTE,

Toronto, Montreal, Ottawa, Hamilton, Halifax, Portland, New York, Boston, St. Paul & Chicago.

Daily Solid Through Trains FROM VANCOUVER TO MONTREAL.

☞ NO CHANGE OF CARS. ☜

Through Second-class Sleepers FREE OF CHARGE.

LOWEST RATES

Passengers are booked to any town in Canada from Victoria without changing cars. Grandest in the World. You pass through an ever-changing Panorama of Mountains, Lakes, Rivers, Canyons and Glaciers. Prairie—delighting every one who has travelled over the Canadian Pacific Railway.

☞ When going East, purchase Tickets by this Line.

Mark and Consign your Freight via C. P. Railway. Lowest Rates. No Transfers.

For Tickets, Sleeping Car Berths, and all information, apply at office of the Canadian Pacific Navigation Company whose steamers make close daily connection with all through trains.

G. V. HEATHCOTE, Contracting Agent. D. R. MUNRO, Ticket Agent.

D. E. BROWN, District Freight and Passenger Agent.

To San Francisco, Cal., BY WAY OF THE OREGON & CALIFORNIA R. R. AND CONNECTIONS.

THE MT. SHASTA ROUTE.

Quicker in Time Than Any Other Route between VICTORIA & SAN FRANCISCO.

Leave Victoria daily, except Sunday at 6 a. m.

Arrive in San Francisco at 7:40 a.m. Through Time 58 hours.

ONLY THIRTEEN MILES STAGING between Ashland and Siskiyou's.

PULLMAN BUFFET SLEEPERS between Portland and Ashland, Siskiyou's and San Francisco.

EMIGRANT SLEEPING CARS between Portland and Ashland, Siskiyou's & San Francisco, FREE OF CHARGE.

Fare from Portland to Sacramento and San Francisco—Limited First Class, $22; unlimited, $20; limited emigrant, $15.

R. KOEHLER, Manager. E. P. ROGERS, Gen. Freight & Pass. Agent.

jy6

DR. VANMONCISCAR,

132, 134, Third Street, Portland, Or.

Young, middle-aged and old, single or married men, and all who suffer from

LOST MANHOOD,

Nervous Debility Spermatorrhea, Seminal Losses, Sexual Decay, Failing memory, Weak Eyes, Lack of Energy, Impediments to Marriage; also, Blood and Skin Diseases Syphilis, Eruptions, Hair Falling, Bone Pains, Swellings, Sore Throat, Ulcers, Effects of Mercury, Kidney and Bladder Troubles, Weak Back, Burning Urine, Gonorrhea, Gleet, Stricture—receive searching treatment, and prompt relief.

Both Sexes consult confidentially. nov1 D&W

W. E. CHAMBERLAIN & T. A. ROBINSON

PACIFIC Business College, 320 POST ST. SAN FRANCISCO.

LIFE SCHOLARSHIPS $75

No Vacations

DAY AND EVENING SESSIONS

☞ Ladies admitted into all departments.

☞ Send for circular.

CANADIAN PACIFIC Navigation Co.

(LIMITED.)

TIME TABLE NO. 9.

Taking effect November 1, 1887.

Burrard Inlet Route

VICTORIA TO Vancouver and Moodyville.

Daily except Monday, at 2 o'clock.

Vancouver to Victoria.

Daily except Monday, at 12:30 o'clock, or on arrival of C. P. Railway train.

New Westminster Route.

LEAVE VICTORIA

For New Westminster, Ladner's Landing and Lulu Island.

Tuesday, at 9 o'clock: Thursday and Sunday at 7 o'clock.

Plumper Pass

Sunday at 7 o'clock.

Leaves New Westminst'r for Victoria

Monday at 12 o'clock: Wednesday and Friday at 7 a.m.

For Plumper Pass.

Monday, at 12 o'clock.

Steamers for HOPE and WAY LANDINGS leave New Westminster every Wednesday. For CHILLIWHACK and WAY LANDINGS every Monday and Saturday at 7 a. m.

Barclay Sound Route.

Steamer Maude Leaves Victoria for Alberni and Sound Ports Nov. 29.

The Company reserves the right of changing this Time Table at any time without notification.

Steamers leave by Standard Time, which is 1 minutes faster than Victoria time.

G. A. CARLETON, Agent. JOHN IRVING, Manager.

Steamer "Rainbow."

WINTER ARRANGEMENT,

THE STEAMER RAINBOW, CAPT. CAVIN, will sail

FOR NEW WESTMINSTER AND WAY PORTS

On Tuesday, Thursday & Saturday Mornings at 7 o'clock,

Returning Wednesday, Friday and Sunday.

For particulars, apply to TURNER BEETON & CO.

oct31

Puget Sound Steamers of the Oregon Railway & Navigation Co.

In effect October 24th, and until further notice.

STEAMER OLYMPIAN, Between Victoria & Seattle

AS FOLLOWS:

FROM VICTORIA. Ex. Sun.		TO VICTORIA. Ex. Sun.
Lv. Victoria* 10.00 a.m.		Lv. Seattle 9.30 a.m.
Ar. Pt. Townsend 12.50 p.m.		Ar. Pt. Townsend 5.00 a.m.
Lv. Pt. Townsend 1.00 p.m.		Lv. Pt. Townsend 5.30 a.m.
Ar. Seattle* 4.00 p.m.		Ar. Victoria 9.30 a.m.

*Connecting for Tacoma and Portland.

Boats for the East leave Victoria at 10 a.m.

TICKETS to and from principal points in the United States Canada and Europe.

Elegant Pullman Palace Cars.

Emigrant Sleeping Cars Run Through on Express Trains to Omaha, Council Bluffs and St. Paul, Free of Charge and Without Change.

Close connection at Portland for San Francisco and Puget Sound points.

For further particulars inquire of any Agent of the Company or A. L. Maxwell, A. G. P. & T. A. Portland, Oregon.

A. L. MAXWELL, W. H. HOLCOMB, A. G. P. & T. A. General Manager.

For further particulars regarding rates, &c., apply to

ROBERT IRVING, Agent, nov4 Government Street, Victoria.

Oceanic Steamship Company.

Carrying United States, Hawaiian and Colonial Mails.

WILL LEAVE the Company's Wharf, Folsom Street, San Francisco, California, for

AUCKLAND AND SYDNEY,

WITHOUT CHANGE

THE MAGNIFICENT 3000 TON Iron Steamer

ZEALANDIA,

Nov. 18 ..... at 2 p. m.

Or immediately on arrival of the English mails.

FOR HONOLULU.

The magnificent steamer "Australia," Dec. 6.

☞ For freight or passage, apply at office, 327 Market St. JOHN D. SPRECKELS & BROS., 327 Market Street, San Francisco, California.

nov26

PACIFIC Mail Steamship Co

COMPANY'S STEAMERS call for

Hongkong via Yokohama

City of New York ..... Nov. 19

City of Peking ..... Dec. 10

City of Sydney ..... Dec. 31

For New York via Mexico, Central America and Panama.

Steamers will sail 5th, 15th and 25th of each month at 10 a. m. for ports of call. See San Francisco papers.

WILLIAMS, DIMOND & CO., Gen. Agents. aug 4 San Francisco.

GENERAL PASSENGER AGENCY.

ATLANTIC STEAMSHIP LINES,

To or from Great Britain or the Continent,

Berths secured in advance by Telegraph.

HALL & GOEPEL.

GOVERNMENT ST., VICTORIA.

COCKLE'S ANTIBILIOUS PILLS.

The Great English Medicine.

PURELY VEGETABLE INGREDIENTS, AND WITHOUT MERCURY. USED BY THE ENGLISH PEOPLE FOR OVER 120 YEARS. SOLD BY ALL DRUGGISTS. WHOLESALE AGENTS, EVANS SONS & MASON, LTD. MONTREAL.

OPIUM.

SING WO CHAN,

Cormorant Street, Victoria.

Are now able to supply their well known brand of "Prepared Opium" to the Medical Trade at lowest rates. aug28 1m

Hudson's Bay Company.

Full stocks of NEW CROP BLACK and GREEN TEAS, of unusually fine quality, have been received per "Prince Victor." The following are offered:

300 Mats M M Tea, in 5 and 10 lb. boxes.
100 „ Yuen Shuen Tea, in 10 lb. „
100 „ Beehive Tea, in 5 and 10 lb. boxes.
5,000 lbs. „ „ in half chests.
10,000 „ Extra Choice Pearl, „
8,000 „ Choice „ „
10,000 „ „ „ in 5 & 10 lb. boxes
Also, an assortment of Hyson and Japan Teas.

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Monday, Nov. 14, 1887.

CITY AND PROVINCE.

—Kurtz's Jubilee Cigars are now ready.

—STAPLE Goods at the lowest prices and of the best value, at the ALBION HOUSE. *

—FANCY PLUSHES and VELVETS, LINEN COLLARS, HANDKERCHIEFS, &c., in great variety, at the ALBION HOUSE. *

—HOSIERY, GLOVES, UMBRELLAS and WATERPROOFS, best value for cash, at the ALBION HOUSE. *

—CASHMERE, MERINOS and NEW FANCY DRESS GOODS, cheap for cash, at the ALBION HOUSE. *

—Mens', Youths', and Boys' Rubber Coats at reduced prices, at Jeffrees', Yates St. *

—The latest and most fashionable styles in ULSTERS, JERSEYS, JACKETS and DOLMANS, at the ALBION HOUSE. *

—A fine line of Porpoise hide laced boots direct from London, just arrived at GEO. H. MAYNARD'S. *

—Photographic views along the line of the C. P. R. in B. C., and views of Alaska, for sale at R. MAYNARD'S, Douglas St. *

—BROWN & WHITE invite inspection of the new goods now being opened at the ALBION HOUSE. *

—Strong, serviceable umbrellas, suitable for school children, 75c each, at Jeffrees', Yates St. *

—Try our new OPERA GAITER and LACE BOOT, made to order at $4 50. *
GEO. H. MAYNARD.

—Boys' ENGLISH LACE BOOTS just arrived; no equal in the province, at GEO. H. MAYNARD'S. *

—For a smoky chimney, a patent Globe Chimney Cap to be obtained at McLennan & McFeeley's, Fort Street, is the proper thing. *

—Miss McLeod, the magnetic doctor of Toronto, is at the Clarence Hotel, consultation free; the first three patients cured free of charge. *

Gladstone Cigars.

—That's better than ever—is what they say of Pendray & Co.'s British Blue Mottled Soap, and it works to a charm in hard water too. Try it. *

Tony Cigars.

—Pendray & Co.'s Electric Soap, put up in waxed wrappers, is better and more of it for the money than any electric soap in this market. *

The only place in the city for a glass of British Beer on draught is the Occidental Hotel. XXX Edinburgh.

—REDUCED PRICES:—Just received over 250 patterns fine mouldings, steel engravings and all latest pictures in stock. Framing and mounting a specialty. Jos. SOMMERS, Government street. *

Black and Tan Cigars.

—Tomb and Headstones, Monuments, in Marble, imported and local Granite, Mantle pieces and Wash Stands in Marble, artistically executed, and at reasonable rates, at George Badger's Marble Works, Douglas street, Victoria. Call and see specimens of work. *

Smoke "Creme de la Creme" Cigars.

—For the largest and best assortment of FURNITURE, CARPETS, CROCKERY, GLASSWARE, LAMPS, &c., go to J. SEHL, Government Street, where you are sure to get suited in style, quality and lowest prices. *

Really! The Creme de la Creme. Creme de la Creme Cigars; A. B. Gray & Co., Agents.

—A social dance will be given in Temperance Hall, Esquimalt, on Monday evening, 14th inst. Tickets admitting lady and gentleman to ball and supper, 75 cents each, may be obtained from the committee and at the door. *

—Avoid the harsh, irritating, griping compounds so often sold as purgative medicine, and correct the irregularities of the bowels by the use of Ayer's Cathartic Pills. They are invaluable as a family medicine. *

—Says the Vancouver *Herald:* The tin roof on the new C. P. R. Hotel has not proved effectual in keeping out the rain and workmen are now busy putting on the good old wooden shingles. It is probable the contractor will be a loser to a considerable extent.

—A single bottle of Ayer's Sarsaparilla will establish the merits of this medicine as a blood purifier. Many thousands of people are yearly cured of chronic diseases by the faithful use of this remedy. It is unequaled for the cure of scrofula. *

—Vancouver takes the cake for black (not natural) eyes. In less than five minutes not fewer than half a dozen stalwarts passed a given corner last Friday afternoon. Heavy slugging as well as heavy drinking and a heavy rain fall appears to be the order of the day at the terminal city.

—Rev. D. J. Macdonald, of Toronto, appeared before the court of revision in that city and complained that he and other Protestant ministers are compelled to pay the income tax, while Archbishop Lynch and the Roman Catholic clergy are exempt on the ground that they have no income. He thinks the State is robbing Paul to pay Peter.

—*Free Press:* Mr. McMillan and the Government road party have returned from Englishman's River, where they have been constructing the new bridge. The main bridge across the river is 135 feet, and the trestle across the ravine is 70 feet long. The hills on each side have been cut down and a good approach made.

The Finest Out.

Ladies' feather weight rubbers at
GEO. H. MAYNARD'S

From Surgeon-General Bergin, M. D., M. P., Ottawa, May 21, 1884.—Mr. B. Laurance.—Dear Sir: I cannot let you leave the city without expressing my satisfaction with the spectacles I had from you. I find that I can read the smallest print perfectly and without fatigue to the eye, for an hour or more, which I have not hitherto been able to do since I commenced the use of spectacles. B. BERGIN, M.D.

Vancouver, B. C.

Rand Bros., Real Estate Brokers, have their office on Cordova Street. *

Cork Soled

Boots, for Ladies and Gentlemen, at ERSKINE'S BOOT AND SHOE EMPORIUM, corner Government and Johnson Sts. *

Too True.

Anderson & Hastie are still giving bargains in all kinds of furniture, including parlor, bedroom and dining, window shades and picture frames. *

The Right Place.

THE RIGHT PLACE for Gum Boots, Rubbers, and all kinds of Overshoes, is at Erskine's Boot & Shoe Emporium, corner Government & Johnson Sts. *

Bandsmen, Read This.

Messrs. C. A. LOMBARD & Co. are now ready to supply you with instruments made by F. Besson & Co., of London, at 15 per cent. less than any other dealers in the province. Send in your orders direct to us and save money. *

New Drug Store.

R. Atwood & Co. have opened their drug store on Government street, next door to Neufelder & Ross, where can be found a full line of drugs, chemicals, toilet articles, patent medicines, etc., etc. Physicians' prescriptions carefully compounded. R. ATWOOD & Co.

Sale of Work.

The Ladies' Aid Society, in connection with the First Presbyterian Church, Pandora street, will hold a sale of useful and fancy articles in the school-room adjoining the church, on Wednesday Nov. 23rd, beginning at 2 p. m. Tea from 6 to 8 (25 cents), followed by a concert. Admission 10 cents. *

Christmas Presents.

Those wishing above would do well to send their orders at one to in sure their being in time and to prevent disappointment to W. H. Pennock, Practical Jeweller & Diamond Setter. Gold plating and general repairs. Denny's Block, upstairs, Government St. Best Quality, Latest Styles, Reasonable Prices. *

Notice.

When next you call at the post office for mail, call at the B. C. Stationery Co.'s store and get one of the following new novels: The Duchess, by the Duchess, 20c; Scheherazade, by Florence Warden, 30c; As in a Looking Glass, by F. C. Phillips, 25c; Ben Hur, 30c; Allan Quatermain, 30c; Little Lord Fauntleroy, 30c; Fair God, by Lew Wallace, 40c. B. C. STATIONERY & PRINTING Co. *

Louisiana Lottery.

NEW ORLEANS, Nov. 8.—At the drawing of the LOUISIANA State Lottery today, the principal prize came out as follows: No. 11,311 won the capital prize, $150,000. Sold in New Orleans; Boston, Memphis, Jackson, Miss.; Newport News, Va.; Sioux Falls, Dak.; Orleans, Neb.; Missoula and Anaconda, Mont., and Vancouver, B. C. This is the only lucky holder in this locality.

Australian Gold Mines.

The gold mines of Australia continue to be very productive. Some of them are more than 2000 feet in depth and many will be sunk even lower than that in the near future. This is contrary to the predictions of old mining experts, who said many years ago that no gold would ever be found in Australia at a depth greater than a hundred feet.

Important.

The goods damaged by water in consequence of the *fire* in the Arcade building will be sold at private sale commencing on Tuesday at Spencer's Arcade. Brussels Carpets, Tapestry Carpet, Felt and Hemp Carpet, Rope Matting, Kidderminster and Three-ply Carpets, Hearthrugs, Mats.

Men's and Boys' Hats, Caps, Ties, Gloves, Shirts, Socks, Underwear; also the goods damaged by the smoke. All goods will be marked in plain figures and sold for cash only. *

Seattle Booming.

As an illustration of the rapid increase in the value of property in Seattle the *Post-Intelligencer* give publicity to the following: A few years ago Mr. Colman constructed a row of wooden buildings along Front street, on the east side of a block he had purchased. Those buildings have all been constantly occupied at a good rental. The rear portion of the block was warehouses, coal bunkers and other structures erected thereon. A few days ago Mr. Coleman refused $600 per front foot for the east half of his block. Had he accepted the offer, he would have received $144,000 for one-half of what less than ten years ago cost him $8600.

Clearing the Somas.

Mr. John Love has returned from Alberni where he has been engaged, on behalf of the Dominion Government, in clearing the snags from a portion of the Somas river, Alberni, so that steamers could reach the landing with greater regularity and more safety. The appropriation at Mr. Love's command was sufficient to clear the centre of the channel. Just after Mr. Love had completed the work the steamer Maude arrived and reached the landing at lower water than ever attempted before. Mr. Love constructed a raft and a crane, which was very effectual in removing the snags. This raft will be available to continue the work next spring. - *Free Press.*

Don't

let that cold of yours run on. You think it is a light thing. But it may run into catarrh. Or into pneumonia. Or consumption.

Catarrh is disgusting. Pneumonia is dangerous. Consumption is death itself.

The breathing apparatus must be kept healthy and clear of all obstructions and offensive matter. Otherwise there is trouble ahead.

All the diseases of these parts, head, nose, throat, bronchial tubes and lungs, can be delightfully and entirely cured by the use of Boschee's German Syrup. If you don't know this already, thousands and thousands of people can tell you. They have been cured by it, and "know how it is themselves." Bottle only 75 cents. Ask any druggist.

☞ Roller Skating Rink Open Every Day. *

Drowned.

Fred Nunan, an engineer on the government launch in connection with the surveying schooner Yukon, was drowned by the capsizing of the launch between Coupeville and Holmes harbor on the Sound. The launch went to the bottom.

In a New Role.

The Kempster Brothers, who figured somewhat prominently in the courts here last year, are reported to be doing a flourishing business in the legal line in Seattle. They are now after a wealthy firm for the sum of $25,000 damages for an alleged libel. Of course they are quite sanguine of getting that sum wherewith to replenish their exchequer.

Seriously Ill.

Mr. Thomas Innes, an old and well known pioneer, a prominent member of the St. Andrew's and Caledonian Societies, was stricken down to-day with paralysis. He is well advanced in years. It is feared he will not be able to survive the stroke. He came to Victoria in 1856 and has always been held in high esteem by all who knew him.

It Pays to Advertise

Said Mr. J. J. Austin, the well known real estate agent, Bastion street, to THE TIMES to-day. "For goodness sake take out that advertisement of farm to let now running in your paper. The place is let. I could have let half a dozen; so great has been the rush after it. This is the effect of advertising in a widely circulated journal." To which we say, of course it is.

Who is He?

A prominent British Columbia contractor in Seattle, according to the journals of that city, a few days since took a somewhat sudden departure for the land over which floats the emblem of British liberty. It is reported that said contractor left sundry unsettled accounts, amongst the number being wages due his employes, many of whom were depending on their earnings wherewith to provide food, fuel and clothing for their families.

The Conference.

The British Columbia Government is being censured by its own political friends for neglecting or refusing to take part in the Inter-Provincial Conference. The *Mail* says: As a matter of fact a representative from British Columbia crossed the continent to attend and on reaching Ontario was induced to abandon his intentions. Oddly enough his letter to the Conference announcing the unwillingness of his Government to take part in the proceedings, is said to have been dated from and written at Ottawa.

Steamer Seized.

The American steamer Mastick, Captain D. Gilmore, on arriving at Nanaimo on Thursday with the ship Earl of Dalhousie in tow, was seized by Mr. B. H. Smith, collector of customs, for an infraction of the customs laws. Almost a month ago the Mastick arrived at Nanaimo from Vancouver and left without clearing at the customs house. Captain Gilmore explained that Mr. Bowell, collector at Vancouver, cleared him for Port Townsend *via* Nanaimo. The Mastick was released on giving a bond of $400, and the matter has been referred to the Minister of Customs.

On the Rocks.

The Norwegian bark Vikar, Captain Magnesen, arrived from Honolulu on Saturday night and when about to let go her anchors was driven ashore by the gale near Fisgard light. A boat's crew from the men-of-war came to the assistance of the ship and got out her anchors, two of which with forty-six fathoms of cable were afterwards lost. The tug Pilot went to the assistance of the Vikar early on Sunday morning and succeeded in towing her off. She has since been making water at the rate of two feet an hour, and the pumps are kept going constantly. A diver will be sent down to inspect the damage, and if necessary the ship will be docked for repairs. She was in ballast, and when ready for sea again will load lumber at Burrard Inlet for Melbourne.

Our Coal Mines.

Mr. Wm. McGregor, manager V. C. Co., expects that No. 2 Esplanade Shaft will reach the lower or second seam by the end of November. A material increase on the output will then be made.

Mr. J. Bryden, of the Wellington Collieries, will put on an extra shift of men so as to ensure a daily regular output of over 1,000 tons per diem.

As indicative of the extent of business now being done at our collieries, we may mention that the following vessels were loading or awaiting cargoes on Friday last:

Vancouver Coal Company—Ships Bohemia, Berlin, Lindisfarne, Cumberland, Great Victoria, New York, and Earl of Dalhousie.

R. Dunsmuir & Sons—Steamships Idaho and Sardonyx; ships Commodore, St. Paul and T. F. Oakes, bark Ferris S. Thompson and Barkentine Malay.

The Drama.

The celebrated actress Maude Granger, supported by a powerful dramatic company, will play a two nights and Saturday matinee engagement at the Victoria on Friday and Saturday of this week. The plays presented will be "The Planter's Wife" and "The Creole." The Portland *News* says of the performance of "The Creole:" "From the lovers' quarrel in the first act, to her appearance in the last, Miss Granger rose to the highest demands. In the conflict of emotions incident to her love for Duhamal, her desire for revenge and her spasmodic awakening to her drifting into insanity, she exhibited powers and displayed talents that have made many actresses great. The intensity and power of her acting in the scenes with Duhamal were in wonderful contrast with the sarcasm displayed towards her surrounding satelites in the second act. These qualities when contrasted with her begging for the return of her lover's affection, found out a range of histrionic gifts that must assign the actress to an undeniable high rank in dramatic action."

Comox Election.

A resident of Comox, who arrived in this city on Saturday, informed us that the election of Hon. T. B. Humphreys is a foregone conclusion. There is at present every probability that he will beat Dingwall two to one, and the longer the election is postponed the better will his prospects be. The feeling undoubtedly was that a local man would be preferable but almost any outsider is more acceptable to the electors than is Mr. Dingwall. The people are awaiting the arrival of the writ with considerable anxiety, and Mr. Dingwall's friends especially are desirous that the vote should be taken immediately. Mr. Humphreys' superiority as a representative is winning votes every day. There are only two candidates in the field, and no other is likely to offer. Mr. Humphreys is at present on Denman Island, having left the steamer in a small boat in company with four or five others. Mr. Stenhouse will remain in Comox until after the election to record his vote for Mr. Humphreys, in whose interest he is actively at work. It is not impossible that Mr. Dingwall, recognising the hopelessness of his candidature, may retire before nomination day.

—Money saved by having your plans made by FISHER, the ARCHITECT *

Going With the Enemy.

The junior member for Esquimalt it is reported in well informed political circles, is paving the way to "rat" it, at the approaching session. Like unto all the proselytes who have preceded him, he has become a staunch and devoted admirer of all things British. His keen sense of duty to his queen and his country debars him from gulping the traitorous utterance of Treasurer Turner and Senator Macdonald. In his day Mr. Higgins did much for the party now in power. His exertions in their behalf was rewarded with the basest ingratitude. This injury done him and the insult heaped upon the country by the dual traitors is more than even his somewhat elastic conscience can stand. Verily there is fun ahead; but pity the sorrows of the double barrelled gun of the *Colonist*, for the organ has not discovered that traitorous documents were signed by its sponsors. It neither condemns nor apprehends their wrong-doing. We still entertain hope for the "late proprietor" for

As long as life its terms extend,
Hope's blest dominion never ends,
For while the lamp holds out to burn,
The greatest sinner—even David Higgins—may return.

Heavy Rain Fall.

The rain fall of last week was the heaviest known for many years in the same period of time. On the mainland the downpour was so great that the Coquitlam overflowed its banks having risen as high as the level of the railway bridge. Part of the side track at the junction was submerged. It is feared that serious damage will be the result at that point. Further up the line the mud slides were likewise heavy. In the mountains there are several already reported. One or two of which is so extensive as to interfere with the traffic. A rigid lookout is maintained all along the line obviating the possibility of an accident. On the Esquimalt and Nanaimo Railway there are several washouts reported. The rain fall of Saturday and Sunday night exceeded in volume the total for the previous year. Orders were issued early on Saturday to the employees, the trackwalkers and section bosses to be vigilant on their look out. Early yesterday morning a heavy washout was discovered at the Niagara Canyon, as well as at the Quicksilla river, which had risen to such an extent that the track was three feet under water. The trains were flagged before reaching these points of danger. The south-bound train, due at noon yesterday, reached the city several hours late; that for the north being likewise late in reaching its destination. To-day all trains are cancelled. None will be run until the track is known to be perfectly safe. The mails for the north were returned this morning. It may be a day or two ere traffic is resumed, for Mr. Dunsmuir will not risk the lives of passengers, his employees or the rolling stock on any condition, a decision which will meet with general approval.

Since the foregoing was in type we learn that the usual train service will be resumed to-morrow morning on the Esquimalt & Nanaimo Railway.

The most serious trouble on the C. P. R. was at Harrison river. Trains are reported to be again running regularly. Mails and the delayed passengers will arrive to-night by way of New Westminster from the mainland.

THE WATER WORKS.

TO THE EDITOR OF THE TIMES:

SIR,—It was not my intention to have troubled you with any remarks upon this much discussed question, but simply to have dealt with the matter in the Council. However, the *Colonist* of Saturday last, no doubt inspired by *another* Councillor, attempts to cast opprobrium upon the water committee, of which I am a member. When one is bespattered with mud one feels like brushing it off. This is my only excuse. The *Colonist* is made to say: "So impatient did the Council grow by the bungling that to save the whole enterprise from wreck the Council took it out of the committee's hands." Now what did the Council do? They did the very thing which I asked them to do by a resolution which I brought before the Council some time last summer, viz.: they came to the conclusion to ask some outside engineer of well known reputation to report as to what would be the best means of improving the present water supply. The majority of the council defeated my motion at that time and stole my thunder afterwards. This is a sample of their consistency! These paragons of municipal legislative wisdom (headed by Coun. Higgins) try to make it appear that they have saved to the city the whole water works scheme from a state of chaos. On last Wednesday night, without proposing to discuss any other scheme than that which was before the council, I naturally presented to the council my opinion of how the matter stands. The position I took on that occasion I am prepared to defend. A majority of my brother councillors did not view the situation as I happen to do, therefore nothing came of it. Let us glance at how these city Solons transact the city's business. When the tenders were opened for supplying the 16 inch main, Coun. Coughlan moved that the contract should be awarded with conditions to the lowest bidder. That was very proper, so far; but His Worship the Mayor refused to put the question on the plea that the Council had not been placed in possession of sufficient funds through the by-law passed last year to meet the responsibility of the contract. Thereupon Coun. Higgins moved, seconded by Coun. Braden, that Coun. Coughlan take the chair, which was carried. This in itself is simply ridiculous for a chairman to be asked to put his own motion, which he did put, and it was carried. The absurd side will be readily understood by any person who has had any experience in such matters. I will now ask any legal gentleman to say whether the majority of the Council, through that lack of acumen which the inspired *Colonist* claims for them, have or have not got themselves into a muddle in connection with the awarding of the contract. Before pointing out the illegality of their action, I have to say that the Albion Iron Works were clearly entitled to the award, as they were much lower than any other bidder, and further, I would much prefer to see the work proceeded with this winter than to wait till summer even if it costs more, *i. e.*, if a majority of the Council so decree, in which case the city would receive the benefit during the coming season, but if commencement is deferred until May or June another year will have fled before an increased supply is experienced. This would be a mistake. Coun. Higgins will remember an amendment to an amendment to the Municipalities Act passed by the Legislature during its last sitting, and no doubt on that amendment Coun. Higgins depended at the time that he moved Coun. Coughlan into the chair. Under certain circumstances that could be legally done, but not in the case in point. So long as His Worship occupies the Mayor's chair, a chairman can only be appointed by the council to put a point of order, (and no other motion), which the Mayor had refused to put. Let any one examine the Act and then ask themselves whether the majority of the council are infallible or otherwise. Notwithstanding the mud thrown at the water committee by the *Colonist*, I am prepared to compare notes with any other municipal committee existing during the present fiscal year. COUN. GRANT.

ON THE WING.

Movements of People We Know and have Read of.

Mr. D. McGillivray, ex-M. P. P., of Sumas is at the Clarence.

G. C. Beckett of Langley is at the Clarence.

Mr. G. W. Taylor, Fort Wrangel, is at the Clarence.

W. A. Pugsley, Toronto, is at the Clarence.

T. Ketow, W. Tsip Kyana, San Francisco, are at the Clarence.

Mr. G. W. Cook, Cassiar, arrived from the North this morning and is registered at the Clarence.

Mr. T. C. Keefer, C. E., has reached his home in Ottawa from his visit to this coast.

Mr. A. Lewis returned from a brief visit to Seattle this morning. He reports that city as very lively at present.

Capt. Tatlow, of Vancouver, is in the city looking hale and hearty. The Capt. is a rustler, and is reported to be gathering, in a substantial form, considerable of Vancouver's solid mud.

Mr. Robert Kennedy, the typo inventor of New Westminster, has sold the American right to manufacture his automatic perforator to the Mather Manufacturing Company of Philadelphia. He is now negotiating with Canadians for the Dominion patent, and will leave in a few days for Britain and the continent. Good for Bob.

No Mails.

The Vancouver steamer, which arrived at 9:30 last night, brought no eastern mails, the train not having arrived. It was reported that a washout somewhere up the line was the cause of the detention.

English Window Glass, 16 oz., all sizes; also Stained and Enamelled Glass, at Muirhead and Mann's Sash and Door Factory.

Hotel Arrivals.

At the Occidental are registered the following: H Cooley, City; J Street, Duncan; Fredk Jeune, City; Arthur Conklin, New York; Mr and Mrs A Beiber and family, Winnipeg; Mrs Nicholson, Ottawa; Mrs P Kearney, Miss Kearney, Boston, Mass; C McAlen, Calgary; C H Bigelow, City; Jas Mayes, New York; F Rinner, W Tunn, Seattle; Robert Maxwell, Quebec; E Hill, Osgood, Ont; Willie Baker, Mary A Baker, Bella Baker, Agnes Baker, Mr and Mrs Hatton, Quebec; R M Kay, Boston; Capt J F Whitney, Seattle; John Daley, Vancouver; R M Goddard, Winnipeg; John Loraird, Robert Russell, Westminster; H Hellison, M Anderson, Sir Falcon; Jos Joshen, Nanaimo; Fredk Hoyt, Rio Grande; W G Munro, G Mathieson, Squamish; Jas Dobie, Saanich; W Bragg, W Graham, Esquimalt; H Brethour, Saanich; D F Green City; James Peterie, Esquimalt; Jas Grimler, Wellington; Geo Somers, J McKinnon, Vancouver; T M Brown, Alaska; W M Langton, San Francisco.

At the Driard are registered the following:—P Brady, Mrs H Hoff, Juneau; Major Austruther, Portage La Prairie; S P Alloway, Nova Scotia; Chas S Davis, Oakland; A C Weertitt, San Francisco.

Passengers Arriving.

Per the Princess Louise from Vancouver:—Dr Morrison, Jas Braden, D S Chalmers, Capt F M White, Mrs White, Miss Kate White, Mrs Isaac, J Hyman, Capt Tatlow, A McAllister, W Lewe, W S Udy, H Harrison, J Nolands, H M Otton, T Shaw, Miss Shaw, H C Blackett.

Per the Olympian from the Sound to-day:—J Wilson, W Smith, D B Jackson, C Horre, J Olsen, W Lang, T Butler, Chambers, Marshall, Mrs Smith, Major T Anstruthy, L Malvee, M Kane, A Lewis, Miss Jerrard, Sterling, Haynes, Mercer, J H Smith, S McGillivray and wife, B Jones, W Cowles, A Biger, Kellogg, Crinkmore, Paplin, Jessop.

Consignees.

Per the Olympian from the Sound to-day:—S Clay, J Cunningham, Van Volkenburgh, Wintermute Bros, M & L Young, N Portman, D McPhaden, S J Pitts, T Earl, J H Todd & Son, Angus & Gordon, Hudson Bay Co, A Lewis.

Per Geo W Elder from San Francisco:—A Bossi, Angus & Gordon, Ames Holden & Co, A & W Wilson, Anderson Bros, A Hamilton, A J Bowbotham, A Schnatz, A Lawrence, B C S & Ptg Co, C Hayward, C W Rodgers, G Stevens & Co, C McDonough, N W; D McPhaden, Decker & Smith, E G Prior & Co, Fell & Co, G W Henry, Pt Hammond; G W A Lange, H Saunders, H A Lilly, H Short, Hip Cheong, Hong Lee, J Cunningham, N W; J Saxton, J H Todd & Son, J & A Clearihue, J N Barnsley, J N Blackie, N W; J C Devlin, J Sommers, J L Levy, J Levy, J Gonell, J Irving, King Tai, Lowenberg Harris & Co, L Marbourg, Luke Pither, N W, Marvin & Hartnagle, R S Tye, Robinson & Hope, S Nicholson, McDonald & Co, Mrs J Miller, Mr V Vivia, Nanaimo; Neufelder & Ross, N Patten, Order, O'Brien & Hill, P McGuade & Son, P P Johnson, P Peebles, S W; R W Winch, care J Engelhart, R Baker & Son, R Jamieson, R Forthwick, Reden & Hartnagle, S Leiser, S J Pitts, S L Kelly & Co, Sun Wo Lung, S L Jones & Co, S N Webb, N W; T Earle, Tai Sing, The B C Ptg & Pub Co, Tai Tung, T N Hibben & Co, T W Fletcher, T Shotbolt, Victoria Gas Co, Valo & Brooks, W Heathorn, Welch & Co, W McColl, N W; Wing On, W H Kinimow, care D Express, W J Tippins, W Tietjen, N W, W Beams, Wot Yuen, Wells Fargo & Co, Yuen Lung, Northern P Express.

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BAKING POWDER

Absolutely Pure.

This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low test, short weight alum or phosphate powders. SOLD ONLY IN CANS. ROYAL BAKING POWDER Co. 106 Wall Street, New York.

JUST ARRIVED,

A Small Consignment of

CHOICE

Creamery Butter,

IN 27 POUND TUBS.

—ALSO—

PRIME CANADIAN

Stilton Cheese

Weighing 8 to 10 lbs. each.

Suitable for Family Trade.

J. C. DEVLIN,

DeCosmos Block, Government St.
aug3 1m D&W

Russell, McDonald & Co.'s

3rd ❋ SHIPMENT ❋ 3rd

OF MEN'S AND YOUTHS' FALL & WINTER

SUITS AND OVERCOATS,

WHICH WILL BE CLEARED

At Half Their Value.

BOYS' PANTS AND SUITS MADE TO ORDER.

The Largest Stock of SUITING TWEEDS and CORDUROYS in the City.

CHEAP VARIETY STORE, Masonic Building, Douglas Street.

WASHOUTS AND SLIDES.

Trains Detained on C.P.R.—Passengers Transferred at Harrison.

VANCOUVER, Nov. 14.—Owing to the unusual severity of the storm on Saturday night several washouts and slides occurred between Keefer's and the Mission. These have all been repaired except one near Harrison River, which will take till to-morrow night to repair. Expect passengers down to Westminster tonight by steamer from Harrison and tomorrow's train will leave here on time with the expectation of going through.
H. ABBOTT.

Wrestling.

The wrestling match between McKeown and Barr, at the Skating Rink on Saturday night, was witnessed by about one hundred people. Barr won the first fall and the second was given to him. The contest was a tame affair throughout, and did not decide which of the contestants was the better wrestler. In the second round McKeown claimed to have received an injury to one of his knees.

A Good Wind Fall.

Messrs. Isaac Lipsett, William Lipsett and John Cilker left by the overland route to-day for California. The will of the late Robert Lipsett has been probated and all matters relating to the estate are now settled. It is stated that Mr. William Lipsett's fortune will be in the neighborhood of $50,000—a pretty good wind fall from the earnings of his father.

Mr. Stephens' Funeral.

The funeral of the late Edward Stephens took place on Sunday afternoon from Pioneer Hall and St. John's Church. The pall-bearers were Messrs. A. Allan, F. Page, M. Dodds, J. J. Austin, T. Russell and A. Graham.

At the inquest held on the remains on Saturday night a verdict of "accidental death" was returned.

Richard E. Marple, convicted of the murder of D. J. Corker, of Lafayette, Or., was hanged in the gaol yard at that place on Friday afternoon. He died defiant and protesting his innocence.

NEW TO-DAY.

NOTICE.

Norwegian Bark "VIKAR," from Honolulu.

NEITHER Captain Magnesen nor the undersigned will be responsible for any debts contracted by the crew of the above named vessel.
ROBERT WARD & CO.
Wharf Street, Victoria, Nov. 14, 1887. nov14 1m

REGIMENT OF CANADIAN ARTILLERY.

"C" Battery.—The Commandant and Officers will not be responsible for debts contracted by Non-Commissioned Officers and Men without their written order.
November 14, 1887. nov14 2i

I. O. O. F. SOCIAL.

AN INSTRUMENTAL AND VOCAL ENTERTAINMENT will be given at Odd Fellows' Hall on

Friday, November 25th.

The best amateur talent in the city have volunteered their services. At the close of the entertainment Refreshments will be served, after which the floor will be cleared for dancing. TICKETS, admitting Gentleman and two Ladies, $1; to be had of the Committee. Concert to begin at 8 p. m. sharp. nov14 td

NOTICE.

COWICHAN LAKE.

PURSUANT to the Order of the Supreme Court of British Columbia, made in the suit of McMillan v. Morrow, and dated the 18th April, 1887, I will sell, subject to the approbation of a Judge, at my Salesroom, Store Street, Victoria, on the 21st day of November, 235 acres of Freehold Land, being portion of Section 3, Renfrew District, fronting on Cowichan Lake.

This property floats an excellent opportunity to any person desirous of purchasing a site for an hotel, for residence, or for farming purposes. Plan, particulars and conditions of sale can be seen at the office of J. P. WALLS, Solicitor, Langley street, Victoria, and will be produced at time of sale.
nov14 td W. R. CLARKE, Auctioneer.

Hams! Hams! Hams!

JUST ARRIVED,

Car Load Choicest Uncanvased Smoked Meats.

HAMS,
BREAKFAST BACON,
ROLL BACON, and
BONELESS HAM.

ANGUS & GORDON,

Corner Government & Fort Sts.
nov14 2w

VICTORIA THEATRE.

JUNETTE & FARRON, - MANAGERS.

ENGAGEMENT EXTRAORDINARY
THE EVENT OF THE SEASON.

Friday and Saturday Evenings, 18th and 19th, and Saturday Matinee.

First appearance in Victoria of the charming Emotional Actress

Miss Maude Granger,

Supported by Mrs. F. M. Bates, Mr. R. Germaine, Mr. Charles Chapelle and a superb Dramatic Company.

Friday Evening, Nov. 18, and Saturday Matinee, Mr. J. K. Tillotson's beautiful play

THE PLANTER'S WIFE.

Miss Maude Granger as.....Edith Gray.

SATURDAY EVENING, NOV. 19th,

THE CREOLE.

Miss Maude Granger as.....Cora.

Reserved seats now on sale at M. W. Waitt's Book Store. The management desire to state, notwithstanding the expense incurred for this engagement, the prices will remain as usual, 25c

NEW TO-DAY.

PURCHASERS

IN THIS LINE

Should Select the Best

PIANOS

—AND—

American Organs

THE FAVORITE

DOMESTIC

SEWING MACHINE.

The Wanzer Lamp,

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☞ CALL AND EXAMINE THEM. ☜

The Wanzer B Hand Sewing Machine.

Oil, Needles, Attachments, Parts for all Sewing Machines, Turkish Rug Patterns, &c., &c., &c.

ALL AT REDUCED PRICES.

THOS. W. FLETCHER,

Yates Street Victoria.

MUNICIPAL

NOTICE.

All persons wishing to qualify as Voters at the next Election for Mayor and Councillors are required to pay all Rates and Taxes due by them on or before the 1st day of December next.

JAS. D. ROBINSON,
Clerk Municipal Court.

City Hall,
11th November, 1887. nov10

HAY PRESSES

The Champion Hand Hay Press is the best, cheapest, and most durable in the market.

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E. G. PRIOR & CO.,

VICTORIA. nov1

A RARE CHANCE.

AN AGENCY FOR SALE, for the Territory embracing the whole of Vancouver Island. The article is one of household necessity and is coining money all along the coast. Reason for selling Agency, party desires to go to California. For further particulars apply to John Braden, Plumber, corner Government and Courtenay streets, where article is on exhibition. Price only $250. nov12

Vancouver Island Building Society

DRAWING

IS POSTPONED TO

Thursday, Nov. 17, at 8:30 p. m.
nov14 6i

The Bishop's Close Working Party will hold a

SALE OF WORK

—OF—

Useful Clothing and some Fancy Articles,

AT THE CATHEDRAL SCHOOL,

Wednesday, Nov. 16, from 11 to 5

Proceeds will be devoted to the Diocesan Mission Fund. nov11 5i

CHALLENGE.

I, THE UNDERSIGNED, hereby challenge John McKeown, of Winnipeg, to wrestle in a match "Catch as Catch Can," the best three out of five, for the sum of one hundred dollars and receipt of the house. The match to take place either in Vancouver or Victoria four weeks after signing articles.

JOHN RICHARDSON.
Blectlewest, Nov. 8, 1887. nov10 5i